ROYAL NAVAL DIVISION.

PUBLIC SCHOOL BATTALION.

THE ADMIRALTY have given Official permission for raising a Battalion of 1,000 men, which will be strictly limited to Public School or University Men and who will serve together as a Unit.

Training is now going forward.

Applicants desiring to enrol should apply at once to

ROYAL NAVAL DIVISION,
6, 7 and 8, Old Bond Street, W.

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Stocks kept at reasonable prices.

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No. 18,134. 第一萬八千一百三十四號 日八十二月五年辰丙 HONGKONG, WEDNESDAY, JUNE 28TH, 1916. 三拜禮 號八十二月六年五國民華中 PRICE, $3 PER MONTH.

THE HOME MAILS.

TO ARRIVE

June 28th.—Europe (*viâ* Siberia) per s.s. MONTEAGLE.

June 29th.—Europe (*viâ* Siberia), per s.s. NYANZA.

TO DEPART

June 29th.—Europe *viâ* Siberia, at noon, per s.s. CHINA.

June 29th. Shanghai, North China, Japan *viâ* Nagasaki, Honolulu, United States, South America and Canada *viâ* San Francisco, at noon, per s.s. CHINA.

June 29th.—Europe *viâ* Siberia, at 3 p.m., per s.s. SHANTUNG.

June 30th. Straits, Burmah, Ceylon, Adelaide, Western Australia, India, Aden, Egypt and Europe, at 11 a.m., per s.s. NYANZA.

July 1st. Europe *viâ* Siberia, at 9 a.m., per s.s. MONTEAGLE.

July 1st Keelung, Shanghai, North China, Japan *viâ* Moji, Victoria, B.C., Vancouver, United Kingdom *viâ* Canada, at 9 a.m., per s.s. MONTEAGLE.

July 7th. Philippine Islands, Japan *viâ* Nagasaki, Honolulu, Canada, United States, and South America *viâ* San Francisco, at 9.30 a.m., per s.s. PERSIA MARU.

N.B.—For further returns and for Mails to and from the Coast Ports, Manila, Siam etc., see the Post Office Notice on the last page of this issue.

INTIMATIONS

GREEN ISLAND CEMENT COMPANY.

PORTLAND CEMENT.

In Casks 375 lbs. net.
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Hongkong, 9th December, 1914. 119

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TELEPHONE 1219.
Hongkong, 4th February, 1915. 586

PEAK TRAMWAY COMPANY LIMITED.

TIME-TABLE.

WEEK DAYS.

7.00 a.m. to 8.00 a.m....Every 15 minutes.
8.00 „ to 10.00 „ ... „ 10 „
10.00 „ to 11.00 „ ... „ 15 „
11.30 „ to 12.45 p.m.... „ 15 „
12.45 p.m. to 1.15 „ ... „ 10 „
1.15 „ to 1.45 „ ... „ 15 „
1.45 „ to 2.15 „ ... „ 10 „
2.15 „ to 5.00 „ ... „ 15 „
5.00 „ to 8.10 „ ... „ 10 „

NIGHT CARS.

6.50 p.m. and 9.00 p.m., 9.30 to 11.30 p.m. Every Half-Hour.
11.00 p.m. to 11.45 p.m. Every Quarter-Hour.

SUNDAYS.—

7.45 a.m. to 10.30 a.m....Every 15 minutes.
10.30 „ to 11.00 „ ... „ 10 „
11.30 „ to 12.00 noon „ 15 „
12.00 noon to 1.00 p.m.... „ 10 „
1.00 p.m. to 5.00 „ ... „ 15 „
5.00 „ to 6.00 „ ... „ 10 „
6.00 „ to 7.00 „ ... „ 15 „
7.00 „ to 8.10 „ ... „ 10 „

NIGHT CARS as on Week Days

SATURDAYS.

Extra Car at 12 Midnight.

SPECIAL CARS by arrangements at the Company's Office Alexandra Buildings, Des Vœux Road Central.

Season and punch tickets available for all cars not already full running at the time stated in the Company's time-tables, but not for special cars, can be obtained on application at the Company's Office. No Season ticket will be issued until payment therefor has been made in Bank Notes or by Cheque or Compradore Order representing Bank Notes.

JOHN D. HUMPHREYS & SON
General Managers
Hongkong, 1st June 1915. 500

MITSUBISHI

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A.1., A.B.C., WESTERN UNION, ENGINEERING AND BENTLEY CODES USED.

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GRAVING DOCKS AND PATENT SLIP.

	Dock No. 1	Dock No. 2.	Dock No. 3.
Length on Keel Blocks	510 feet	350	714 feet.
Width of Entrance on bottom	77 „	53	88 „
Water on Blocks at Spring Tide	26 „	24	44 „

PATENT SLIP—Capable of lifting vessels up to 1,000 tons gross.
The Salvage Steamer "OURA MARU," 716 tons and 12 knots.
Two Floating Cranes of 60 and 30 tons each, besides 150 tons Giant Crane.

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AGENTS.

Hongkong, 1st October, 1914. [36

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THE SHORTEST, QUICKEST, AND CHEAPEST ROUTE BETWEEN THE FAR EAST AND EUROPE IS STILL VIA THE SOUTH MANCHURIA RAILWAY.

Time-Table from May 1st, 1915, until Further Notice.

Owing to the War the THRICE-WEEKLY EXPRESS TRAIN SERVICE has been temporarily suspended, and a ONCE WEEKLY EXPRESS TRAIN SERVICE, composed of excellently equipped Dining and First and Second Class Sleeping Cars, is operated between Dairen and Changchun in connection with the Trans-Siberian Express Trains and with Dairen-Seitsu (Tsingtao) Shanghai Mail Steamer Service by the S.S. "SAKAKI MARU" and "KOBE MARU" (each equipped with wireless telegraph) as follows:

NORTH BOUND.

1st Class Fares			Connecting at Harbin with the Trans-Siberian Service to Petrograd.	
			Saturdays	Mondays
$ 45 £ 9 Yen 90	Shanghai (S.M.R. Stn.)	lv.	Tuesdays	Saturdays
	Dairen „	ar.		
	Dairen „	lv.	8.30 p.m.	
Yen 14.95	Mukden „	ar.	11.30 „	
	Mukden „	lv.	11.45 „	
Yen 11.50	Changchun „	ar.	7.15 a.m.	Sunday
	Changchun „ (Russian Train)	lv.	9.00 „	„
Roubles 9.00	Harbin „	ar.	5.00 p.m.	„

SOUTH BOUND.

1st Class Fares			Connecting at Harbin with the Trans-Siberian Service from Petrograd.	
			Thursday	
Roubles 6.40	Harbin (Russian Train)	lv.	10.10 a.m.	
	Changchun „ (S.M.R. Train)	ar.	4.30 p.m.	Friday
Yen 11.50		lv.	5.45 „	„
	Mukden „	ar.	1.05 a.m.	
Yen 14.95		lv.	1.35 „	
	Dairen „ (S.M.R. Stn.)	ar.	Noon.	
	Dairen „	lv.		Fri. Sat. Mon.
Yen 45 £ 9 Yen 90	Tsingtao „	ar.	Fri.	Wed.
	Shanghai „	ar.	Saturdays	Fri.

* Russian Train Time is 23 minutes faster than the S.M.R. Time.
The above fares do not include the Express Train Berth Fee.

To the easy train leaving Dairen at 8 P.M. for Changchun and that leaving Changchun at 11.20 A.M. for Dairen a Compartment Car has been attached, on which First-Class Passengers can secure sleeping accommodation on payment of Yen 2.

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LIST OF BOOKS.

Received per s.s. "NELLORE," June 22nd, 1916.

The Royal Academy Illustrated (Published by Authority of the R. A), 1916	$1.60
Some "Frightful" War Pictures, by W. Heath Robertson	.80
W. M. Hughes: The Strong Man of Australia, by S. W. Sprigg	.80
The Discipline of Musketry, by Major O. St. Leger Davies	.40
The Story of a Prisoner of War: Personal Experiences at Wittenberg, by Arthur Green	.80
The Poems of Adam Lindsay Gordon, Arranged by Douglas Sladen ...	2.40
The Other Side of the Lantern, by Sir Frederick Treves (New Cheap Edition)	2.00
How Botha and Smuts Conquered German South-West	1.60
For England, by H. Fielding-Hall... ...	2.75
International Finance, by Hartley Withers	2.75
The Soldier Boy, by C. Lewis Hind ...	.80
The Empire on the Anvil, by W. Basil Worsfold	4.50
The Medical Annual, 1916	$ 8.00
Workshop Figures Made Easy	.40
The Colonial Office List, 1916	12.00
The Soul of Germany, by Thomas F. A. Smith...	2.75
The Exporter's Handbook and Glossary, by F. M. Dudeney	4.00
Five Russian Plays, by C. E. Bechhofer	2.75
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Shakespeare Tercentenary Commemoration Performance, Drury Lane, May 2	9.50
The Modern Cookery Book	.80

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The King's Men, by John Palmer ...	4.00
The Little Demon, by Feodor Sologub	4.00
The Call of the Wild, by Jack London	.80
Initiation, by Robert Hugh Benson ...	.80
Mary, by Winifred Graham	.80

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Hongkong, 20th June, 1916. 18

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NOTICE.

ANY EUROPEAN, Non-Asiatic or Indian desiring to leave the Colony should apply in writing for permission to do so to the Captain SUPERINTENDENT OF POLICE, at least 48 hours before the intended hour of departure, giving name, nationality, age, sex, height and occupation of the applicant, and stating the name of the steamer or other vessel or the hour of the train by which the applicant wishes to leave. Applicants should apply in person for their passes at the CENTRAL POLICE STATION between the hours of 9 A.M. to 1 P.M. and 2 P.M. to 4 P.M. daily.

Hongkong, 10th July, 1915 77

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20 Stamps for $1. 40 for $3. 60 for $7.
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Hongkong, 16th June, 1916. 551

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Hongkong, 23rd May, 1916. [618

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BAGUIO, P.I.,
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Inspection Invited.

WM. SCHMIDT & Co.

Hongkong, 4th February, 1915. 641

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HONGKONG HANSARD REPORTS of the MEETINGS of the LEGISLATIVE COUNCIL for the Session, 1915.

REVISED BY THE MEMBERS.

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J. WITCHELL,
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1,400 FEET ABOVE SEA LEVEL.

FIRST-CLASS RESIDENTIAL and TOURIST HOTEL. Unrivalled for Comfort Health and Convenience. Telephones in every Room, prompt connection maintained by six lines to Central.

Fifteen minutes from Principal Landing Stage. Moderate Tariff and Excellent Cuisine, Roof Garden, and Social Rooms. European Runner meets Steamers.

P. O. PEUSTER,
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THIS LARGE and ROOMY HOTEL is now OPENED under NEW MANAGEMENT. The place has been renovated throughout and entirely refurnished. Situated on the Praia Grande facing the sea, a cool breeze is enjoyed all the year round. LARGE AND COMFORTABLE DINING ROOM facing the sea. Cuisine under experienced supervision. Terms moderate.

For further particulars, apply to—
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Macau.

Tel. Add. "Phœnix," Macao.
1st February, 1915. 31

THE **VICTORIA HOTEL, CANTON.**

Situated on the British Concession, Shameen.
The only European Hotel in Canton.
Guides and Chairs provided.
Every information and special attention given to Tourists.
Reasonable Rates.
Under the personal Management of Mr. and Mrs. GEO. E. EYLES.
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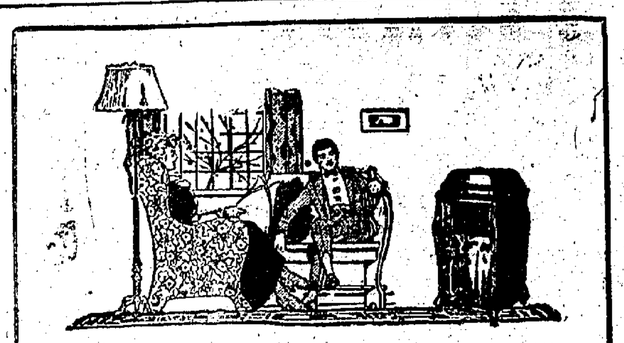
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THE BEST MEDIUM-PRICED HOTEL in the City. Near to everywhere, and providing all modern conveniences.

American or European Plan.
Rates $4 and $5 per day.
Special terms to monthly guests.

Cable address: SAVOY, Telephone No. 2510. C. A. RIDDLE, Manager.
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INTIMATIONS



Ten Victor Records which should be in every home

17342	Silver Threads Among The Gold Cello	Rozario Bourdon.	
	Broken Melody	" "	
17866	Juliet's Slumber	Victor Concert Orchestra.	
	Venetian Love Song	" "	
35606	Finlandia—Tone Poem (Sibelius)	Conway's Band	
	Fackeltanz (Meyerbeer)	" "	
35602	Blue Paradise One Step	Conway's Band	
	Miss Vixen Fox Trot	" "	
64327	Ah, Love, but a day Song	Evan Williams.	
64120	I Hear You Calling Me ... "	McCormack.	
74437	Love's Nocturne "	Hamlin.	
74337	Legende Violin	Zimbalist.	
88401	La Campanella (Liszt) ... Pianoforte	Paderewski.	
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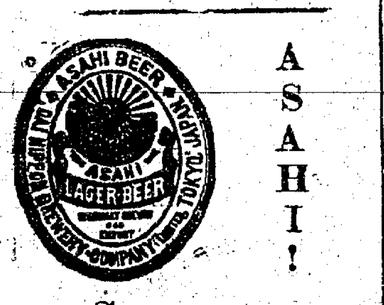
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15, QUEEN'S ROAD CENTRAL.

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PLANS OF THE SI-KIANG OR WEST RIVER.

PRICE ONE DOLLAR.

Giving all the Important Townsons route From CANTON to WUCHOW

MME. SARAH BERNHARDT.

VISIT TO THE TRENCHES.

The Paris correspondent of the *Daily Telegraph* writes:—

Madame Sarah Bernhardt has just paid her first visit to the front, where she gave six performances in three days. Her headquarters were Toul, and she motored round, appearing successively in six different improvised theatres, some less than a quarter of a mile from the front in Argonne and not far from Verdun. To soldiers fresh from fighting she recited her speeches from "Les Cathedrales" and the poem by her grand-daughter, which you know in London but which we have not yet heard here.

Like everyone who comes back from the front, Madame Sarah Bernhardt is full of devotion and enthusiasm for the French troops. "I spent three days among heroes," she says, "among men and youths many of whom had performed incredible feats, and who blushed when I was told about them. I remember, for instance, a young aviator who had several medals and whose military cross wore seven palm branches. His chief, introducing him, said, 'When he gets the eighth palm branch I wonder where he will put it?' The boy blushed and said, laughingly, 'I shall have to have them made smaller.' What splendid and charming fellows they are? I never had so deep an impression of the sacredness of art. I was proud to say beautiful verse before such men, and should have liked to die in their midst. I saw wounded whom the doctors wanted to tend. 'No, no,' they said, 'we are all right; give us a few minutes more; wait till Madame Sarah has finished reciting. No audience of kings and great ladies could be worth this audience of soldiers of France.' We came to comfort them, and it was we, on the contrary, who came away full of their faith and enthusiasm.

TAXATION UP TO THE HILT AT HOME.

Mr. McKenna has prepared a very interesting table for Mr. Leicester Harmsworth, who asked him to show the total percentage of unearned incomes from £150 to £100,000 payable under the Finance Bill, as income-tax, supertax and premiums necessary to provide estate duty, taking 40 as the age for the last purpose. Typical rates are as follows:—

Income.	Rate per £ in pence.
£150	11.20
£200	18.42
£300	26.96
£500	38.98
£1,000	54.72
£5,000	79.50
£10,000	93.48
£100,000	126.55

The last item works out at more than 10s. in the pound—probably the nearest approach to the conscription of wealth in our history.

A STUBBORN FOE.

To conquer an obstinate enemy requires persistency and perseverance. It is the same with Rheumatism, the dread foe of mankind, which ranks foremost in stubbornness. To eradicate it from the system, you must use the right weapon. LITTLE'S ORIENTAL BALM is the only remedy that can overpower it. It has cured helpless, crippled sufferers who have been discharged from the hospital as incurable.

Mr. W. Williams, Totterdown, Bristol, writes:—"For 3 years I have been rendered unfit for work by Rheumatism. At night terrible shooting pains kept me in agony. I could not sleep or use my arms. Two bottles of that wonderful remedy LITTLE'S ORIENTAL BALM cured me completely. I can recommend it with utmost confidence."

Sold at 1s. 4d. per bottle.

Agents for Hongkong:—

Messrs. A. S. WATSON & Co., LTD.

[576-3

BLOCKADE TRICKS.

SOME TRUE STORIES.

[BY A BLOCKADER.]

"Onions one might play tennis with! What an absurdity——"

"Not so big a one as it sounds; wait until you have heard the story."

Tumbling over the waves on her way back from a "search" came Seascraper's boat. She tied up alongside and her crew scrambled inboard along the boom.

"Bill, here's something to put in your soup," called one of them to a messmate, holding up a large onion.

"Right you are; pitch it here," answered Bill, extending a huge, work-hardened palm. Whizz came the onion, which touched Bill's horny paw, rebounded from it, struck the edge of a table, and then went bounding along the mess-deck like a ball.

"Well I'm blowed!" exclaimed Bill, looking after it with a surprised yet understanding eye. "So that's the latest, is it? Blest if you can ever make sure you've properly overhauled them ships until you've prized open the mouths of the crew and looked down their throats with a telescope."

The alleged "onion" was made of rubber and had been brought back as a curio by one of the search party from the ship that had just been overhauled, and aboard which there were many bushels of other "onions" exactly like it. All sorts of clever devices are adopted to try to get contraband through the British blockade. The American genius who invented wooden nutmegs gave an idea to would-be blockade runners which they have elaborated and vastly improved.

But hard war experience has taught our patrol service not to accept things as being just what they seem—no matter how guilelessly like them they may appear. In this particular case, when the vessel was boarded many sacks of onions were found among her cargo. Most succulent, oniony onions, too, they looked, and the crew opened the sacks quite confidently. However, when the examining officer picked up one of the onions at random and dropped it on the deck the game was up. Except for a few real ones spread carefully at the top of the sacks, the whole of the "onions" were made of rubber. They were undoubtedly on their way to Germany through some neutral port, but the discovery of their real composition meant confiscation, and the wily Hun got none of these "vegetables" for his war-broth.

As rubber lends itself to clever "faking" this is always being done. Germany offers a good market for the article if the sender can only get it there—and he does not fail in doing this from lack of ingenuity in trying.

Long months spent in countering the wiles of clever tricksters have made the crews of our blockading ships the most suspicious people on earth. And not without good cause do they decline to judge by appearances only. Yet with all their astuteness they sometimes come very near to being deceived.

Would anyone think that rich, juicy honey-comb, with honey dripping from it, could be anything than—well, just rich, juicy honeycomb made by "the little busy bee" whose habit of "improving each shining hour" receives so much praise from poets, philosophers, and others who are more given to talking than working themselves? Our naval patrol service can tell you that there is a kind of honey made by bees which do not buzz while they labour, although they try to "improve each shining hour" well enough. Specimens of it are occasionally found in the blockade area. As usual it was first unearthed in a ship that was being searched for contraband, and so good was the imitation that the "honey" had a chance of getting through.

Part of the vessel's cargo consisted of case after case labelled "pure honey." This turned out to be "pure fake"—but that is getting rather ahead of the narrative. When the cases were opened they were found to be filled with the familiar little square boxes of comb with honey—or what looked like honey—running out of it. One inquisitive sailor tasted this, made a grimace, and tasted again; then he wrenched a comb from its box and dropped it on the deck—and lo! it bumped up and down there right merrily. Closer investigation revealed that the combs were built of rubber and had been filled with some smeary, honey-coloured substance to make them resemble the real thing, as they did to the life. A clever idea this for getting rubber into Germany, though it failed.

Among the lading of another merchant ship the "search" found what purported to be many bags of coffee. These were overhauled and tested, with the result that a great deal of rubber was discovered hidden in them, this being made to appear as nearly like coffee as possible. Being accommodating stuff in the hands of the clever "faker," rubber has become the prime masquerader among contraband goods. It has been found posing as rusty iron hoops, toys, sponges, and as an inside filling to various articles, from tinned meat cans to broom handles. In the earlier days of the war some of these blockade-running dodges may have been successful. They stand no chance of escaping exposure now.

But rubber is by no means the only substance which the exponents of contraband tricks endeavour to get through. Germany wants copper badly, and there are always people trying to supply her with it. Some of them hit upon an ingenious plan which seemed to promise certain success. Instead of being hidden in the ship, the copper was clamped to her bottom. Apparently the consignors thought that, however closely the British Navy might search the interior of a vessel, no one would have *nous* enough to think of examining the outside of her below the water-line. But they had. One sailing vessel when intercepted and overhauled was found to have a great quantity of copper fixed along her keel. Into harbour she went and the copper was seized.

(*Continued on next Column.*)

CHARGED THROUGH FLAMES

FRENCH HEROISM AT VERDUN.

A correspondent of a Leipsig paper on the Verdun front quotes the following illustration of French gallantry:—"Two German battalions advancing on the western part of the Bois des Caures were stopped in front of the second line of defence by a gallant French officer, who shut himself up alone in a blockhouse with a machine-gun, and fired uninterruptedly on the German soldiers. As they could not overpower him with hand-grenades, they had to get a flame projector to compel him to cease an operation that was holding back two battalions."

The use by the Germans of fire has not been carried on with impunity. An incident in the enemy check at Douaumont illustrates this. The Germans had tried tear-producing shells without success, and as there was not time to get their *flammenwerfer* in position a special company of men was sent forward armed with paraffin pumps.

The regiment facing them came for the most part from Paris, and as the enemy moved up one of our side said, "He'd be damned if he'd be fired by those confounded Boches," and before the officer in command had time to decide the Frenchmen were out of their trenches, had charged through the flames, and with bayonet fixed were among the fire gang. The latter were so surprised by the suddenness of the attack that they tried to escape by a headlong flight. They were cut off, however, and the whole section exterminated, their apparatus being brought back to the French lines that evening.

The colonel in command mildly reprimanded his men for acting without orders. One of them, a young sergeant just promoted, whose face and hands had been burnt said "Colonel, I was to blame; I gave the order 'Forward.'" The colonel hesitated a moment, and then stepped forward and embraced him.

CONDITIONS IN ENEMY RANKS.

Four German soldiers succeeded in deserting from the Ypres front after getting rid of their uniforms and donning civilian clothes.

One of them, who in civilian life had a comfortable position, complained of the life of the German soldier at the present time. His narrative furthermore confirmed what was said in the British communication of April 12, concerning the losses of the Germans that week before Ypres. He said that if there were no barrier and strict surveillance the Germans would desert in thousands, and his companions confirmed his statement.

The recent fighting round St. Eloi was very bitter. Of a group of 482 men with whom they were there remained only 19. The others were killed or seriously wounded on Monday, April 3rd. The narrator said the Englishman was a brave fighter, who regarded war as a sport.

The German military authorities are afraid of disturbances among their own men, and therefore act with great severity. There was even a small revolt over the food.

The deserters showed the *Telegraaf* correspondent a specimen of their bread, which a Dutch baker, to whom it was shown, said was made of maize and wheat of very bad quality.

There were continually complaints about the food, said the deserters. A lieutenant maintained that the bread was of the best quality. This and other circumstances led to an exchange of words between the lieutenant and some of the soldiers. One of the latter struck the lieutenant after being struck first by him. The result was that the soldier was executed.

Concerning the fight at Eloi they stated that they were ordered to attack the British with the bayonet. Soldiers were posted in the rear of the attacking party with orders to shoot them down if they tried to evade the attack.

Going through one ship the search party noticed that her bulkheads were abnormally thick. "When in doubt investigate" being the principle upon which the examination service is run, the bulkheads were ripped open and quite an extensive arsenal discovered inside them. Rifles and ammunition galore had been secreted there. Upon another occasion a big stock of rifles was found packed just under a tramp steamer's decks, and so cunningly stowed away that detection seemed impossible. Really, the only way of making sure that some vessels carry no contraband would seem to be by pulling them to pieces.

Hollow masts filled with petrol were part of the "find" in one tramp "picked up" in the blockade area, and her double bottoms were also stuffed with contraband. Double bottoms are frequently used as places of concealment, though much less secure than some others that are improvised—such as, for example, the hollow furniture and bunks like a conjurer's trick-box which came to light in one innocent-looking old trader.

Since cotton became contraband all sorts of ingenious dodges have been tried to get it through the blockade. One ship which was intercepted carried what purported to be a cargo of flour. Certainly, there was a great deal of flour in it—and a great deal of cotton as well. Some of the first sacks examined panned out correctly. Then an officer kicked one midway. The sack yielded oddly to the impact of his foot. No dust flew out, and it seemed, as he expressed it, "Like kicking a pillow." At once the sack was emptied, and what a revelation! The middle part of it contained only cotton. All the other sacks gave up a like secret. There was flour at the top, flour at the bottom—and cotton in the middle of them all.

Said a bluejacket, indicating the crew of an overhauled steamer that he was just leaving, "If any of those chaps fell overboard they'd sink like stones with the stuff they've got hidden in their boots." A humorously satirical exaggeration, no doubt, but none the less expressive of what they think who are engaged in the exacting task of blockading.—"J. J." in the *Daily Mail*.

IN A BRITISH ARMY BIPLANE.

THRILLING VOYAGE ALONG THE BATTLE LINE.

The following article by Mr. Gordon Bruce has appeared in the *New York Tribune*:—

Travelling from the heart of England to the battle lines in France, in one of his Majesty's fighting biplanes; returning in a speedy scout monoplane; on these two voyages, when I passed first over peaceful rural England, then out above the blue of the Channel, where, far below me a fleet of British battleships in cruising formation showed like moving grey shadows on the gleaming water, two great facts came home to me. First, the realization of what the aeroplane means in modern warfare: and, secondly, the remarkable efficiency which has been attained by the Royal Flying Corps, proclaiming the progress made by Britain in her struggle for the mastery of the skies.

A long row of new biplanes stood before the sheds in the level field.

"You may choose whichever machine you like," the commandant said.

"That makes it easy," I replied. "I'll go with the first pilot who is ready."

It was, it happened, Lieutenant Mead. I had made a good choice. Lieutenant Mead is tall, young, with keen grey eyes—the type the R.F.C. invariably selects for this important work. He inspired confidence. And this is a grave matter, for the more one travels by air, as a passenger, the more particular he becomes about his pilot.

Our aeroplane, a new product of the Royal Aircraft Factory, stood ready, grey, compact, powerful. Her struts and cables were massive. Her two seats, arranged tandem order in the fuselage, were roomy and comfortable.

A few sweeping circles to gain altitude, and we headed into the east. The earth had flattened out, and lay down there flooded in sunlight—a thing of glory. Field, forest, stream—each had its part in the fashioning of that wonderful carpet.

But after awhile the character of the land changed. The plains gave way to hills, bleak and grey. The roads showed very white, for this was the chalk and limestone country. They were quite clearly defined, these roads, a thin net-work of delicate lines like the veins in a leaf. Then we came into the cooler air of the coast. Below us the sun and mist were dividing it evenly between them, and suddenly there rose up, far ahead, an endless blue wall.

There was no gradual entering into the strange element before us. Abruptly, as we swept over the line of white cliffs, we were swallowed up in blackness. What had seemed impassable was giving way before us.

On and on we flew. There was nothing in front of us, nothing behind us, nothing on either side. I turned to look at Mead. He nodded, and nosed the machine down, down through the blue vapour until I looked over, and saw, as if it were at the bottom of a deep well of light, the grey water of the Channel. Then the gloom of a patch of mist engulfed us.

Once, when the darkness slowly yielded to the light, I had a start. Almost directly under our craft appeared a spot quite foreign to anything I had seen before. Gradually it assumed slender, cigar-like lines. As it became distinct, the light played on the silver envelope of one of Britain's dirigibles; she was 2,000ft. below, probably patrolling; and she looked for all the world like a great, slugglish fish, nosing her way through the sea of mist.

WITHIN AN ACE OF SMASH.

Below us the water ended in the pleasant sweep of the French coast, about eight miles distant. Then came an unkind shock. Without warning the revolutions of the engine dropped several hundred to the minute—dropped far below flying speed; and slowly but surely we began to descend, which was disconcerting, considering that we were flying in a land machine with nothing to keep her afloat.

Instantly Mead steered for the nearest point on the coast. He was quite cool and self-possessed, even if the cliffs suddenly lost their beauty and jutted ugly and forbidding. For my part, I wasn't sure that I would not prefer to take my chances in the Channel. It seemed a bit hopeless either way. The pilot calculated rapidly—then headed her toward the largest open space on the shore. It probably was the worst landing spot in France, but he had no choice.

In one last dive we tore over the coast-line and down into a gullied cow pasture on a steep hillside. The plane missed a fence by less than a foot and struck the crest of the hill at a speed which Mead afterwards declared must have been 100 miles an hour. As the wheels came into contact with the earth we bounded high in the air and plunged on down the hill. Three times this occurred, and each time we braced ourselves for the smash that seemed inevitable. But the wonderful construction of the machine saved us. With a final, crazy lurch we left the last hummock and alighted neatly in the mathematical centre of a slimy frog pond, while frightened cattle fled in every direction.

"Bit of luck," commented Mead, as we climbed out and waded ashore. "Takes a good 'bus to stand that." I agreed, and also thought, "Takes a good man to make such a landing without piling up."

His first thought was to report to headquarters. Despite the isolation of the spot two gendarmes were there within 10 minutes, and shortly a British orderly appeared. He came from an Australian hospital a mile away, and said, "The Colonel's compliments. He says he can arrange communication for you and will you join him at luncheon."

It was amazing to find such an abundance of aid in so bleak a place. The attitude of the French showed how fully

(*Continued on next Column.*)

HONGKONG POLICE RESERVE.

MOTOR PATROLS.

Both The Standard Oil Company of New York, and The Asiatic Petroleum Company have kindly undertaken to supply 10 gallons of Petrol each month for the use of the Motor Patrolmen, free of charge.

PATROL EXPENSES.

All claims for Patrol Expenses already sent to the D.S.P., many of which have not been attended to by the latter, have been handed to Sergeant-Accountant Balean, Hongkong and Shanghai Bank, who will pay same in due course.

Warning officers are requested to send all future claims direct to Sergeant Balean.

CYCLISTS.

The following members are invited to attend in mufti at the D.S.P's. office, at 6 p.m., on Friday, June 30th:—

Sergeant Butterfield. Sergeant Fothergill, P.-cs. H. E. Edwards, H. F. Pearson, Wattie, A. J. Ablong, Bailey, Frost, Henderson, Iréson, Packham, Ramsey.

Crown Sergeant Arculli, Sergeant Arculli, P.-c. Karim Deen.

Inspector Alves, P.-cs. A. A. Alves, D. C. Baptista, N. U. Botelho.

Sergeant-Major Peter Wong, Crown Sergeant James Wong, Sergeant George Lee, Sergeant Chow Pak Tim.

F. C. JENKIN,
D.S.P. (R).

the military of the two nations are co-operating. Lorries were soon on the way from aviation quarters also from a supply depot a few miles away, which indicated how effective is the system installed at the front by the R.F.C.

Long before the tenders arrived Mead had discovered the source of the trouble. It was of a minor nature and likely to occur in the very best of aeroplanes and automobiles. A nut holding a connection in the pressure feed device had worked loose, thereby reducing the flow of petrol. Two minutes were sufficient to correct it. The machine was run out of the water under her own power and the only damage she sustained was the parting of a cable, caused by the shock of contact with the ground.

When it came to getting away again Mead did what seemed impossible. There wasn't a level spot in that whole pasture. Yet Mead selected a course where he had to dodge hummocks, and which gave him only about one-third of the proper space, took her jolting over the rough ground, and a plunge off the cliff over the water.

But we came through. The construction again proved its worth. The motor held to its task, and we were off to the main aviation base of the British Army in France.

TOILERS IN FERTILE FRANCE.

Mile after mile of fertile fields, in which women were handling the ploughs and cultivators, lay below us. One had to look sharp, indeed, to discover even a tiny plot which was unplanted. And I felt the pride which the whole world feels for the record France has made.

Northward we sped—toward where the great Armies face each other. Only the eye could tell when we approach, for the steady roar of the motor, running with precision and smoothness, drowned all other noise. I had been gazing off to the right for some time, trying to make out a distant object which puzzled me. I gave it up and turned quite abruptly to the left. Looking down, I stared. As far as the eye could see, over that vast expanse, were what might be taken for small volcanoes. Here, there, everywhere—the surface of the earth opened, belched forth a black substance, while an ominous cloud of smoke drifted lazily away. My mind was slow to grasp the meaning of it—that this was the work of artillery. Now and then from a patch of woodland the smoke would filter out. Three times in passing over villages I saw buildings vanish as if by magic. Only the smoke remained.

And then—then came those two jagged wounds—those two ugly wounds from which the lifeblood of nations is pouring. They ran side by side, now very close together, now diverging a bit to become parallel farther along. Sinister and ghastly, they stretched away into the distance. And as if they were not raw enough, from time to time the shells tormented them, tearing vicious holes and doubtless hurling human bodies into the air with the mud and smoke. I was glad I could not see that.

ENTHUSIASM OF OUR AIRMEN.

And so we came at last to the headquarters of the R.F.C. It was pleasant to glide down and land gently on that smooth green. To get away from the grim evidence of what was happening so few miles away. Now, less than two months ago, I visited that same aerodrome and inspected the equipment. And there is no comparison between what I found there at the time of my first visit and what is there now. The improvement is amazing.

My return to England was made in a fast monoplane with Lieutenant Passant. It was swift and absurdly easy. But there was one incident. It was when we were crossing the Channel at a height of almost two miles. Away down there, showing against the sunlit water, were three long white lines. They were like three great lines of breakers, except that they were straight and unwavering. It was not until Passant noticed them and descended a bit that I could make out what they were. A mere trifle. Only about 30 of his Majesty's warships, steaming along in cruising formation, three abreast, and one behind the other in each line.

Nothing I ever have seen was more inspiring than the sight of those ships, moving with an indescribable grandeur toward an unknown destination, their snowy wakes blending into three perfectly straight lines. I thought of that other mighty Fleet—the watch-dog of the North Sea, which holds the Kaiser's ships like rats in a trap.

And, as the white lines faded into the distance, I concluded that England has not only a very respectable Air Service, but a pretty good Navy.

HONGKONG FOOTBALL ASSOCIATION.

The annual report of the Hon. Secretary of the Hongkong Football Association for presentation at the annual meeting is as follows:—

REFEREES.—The principal difficulty experienced during the season under review was the very limited number of referees available. At one period of the season we had but one Senior Referee on the roll. The resignation of Sergt.-Major A. A. Wilson, R.A., after much valuable work, was very regrettable. Happily, we discovered in Sergt. Bowles, 4th K.S.L.I., a first-rate official who, with Mr. F. W. Wright, shared nearly the whole of the refereeing of the senior matches. The ranks of referees qualified to take junior matches were reinforced by several military men; but the need most urgently felt was for competent civilian referees, who might take Army matches. There are many old civilian players in the Colony who would render a great service to the cause of football by qualifying themselves as Official Referees. It is infinitely desirable that the list of referees be strengthened for the coming season's programme. It is gratifying to record that there was but one case of misconduct before the Referees' Board, and but one appeal was lodged against a referee's decision. Mr. F. W. Wright has carried out the very heavy duties of Hon. Secretary of the Referees' Board, and Clubs owe him a debt of gratitude for his efficient work.

FINANCES.—Our finances are in a highly satisfactory condition. Last season the working expenses slightly exceeded the current income, but this year we have been able to increase appreciably our credit balance. We have also been able to contribute over $200 to the Cigarette and Tobacco Fund during the season, the result of collections at a number of matches.

THE PLAY.—The standard of play has been well maintained. The advent of the 4th K.S.L.I. provided new and exceedingly keen rivalry, and there was one period in the season when the newcomers gave every promise of carrying off all the trophies open to them. In the Senior Leagues especially the competition was severe all through, and the destination of each of the Cups could not be ascertained until the very last matches. The Royal Garrison Artillery won, for the second season in succession, the Hongkong League, and the Royal Engineers emerged on top in the United Services League. The Hongkong F.C. and the R.E. again figured in the final for the Challenge Shield, and this time the Club had the satisfaction, denied them in the previous final, of defeating their doughty opponents. How close was the competition between the senior teams is plainly indicated by the fact that the three senior trophies each went to different teams. The Junior League was a very strong competition, and of the thirteen clubs competing the 88th Company easily proved first in merit. Their record of 12 games played and won, with 35 goals for and only 3 against, is one in which they may justifiably take pride. Of the civilian teams, the clever Chinese combination, Lam Liong, headed the list. The Military teams always dominated the League, however, and the Lam Liong was never near the top. The prospects of the Association are very bright, and I believe that with greater opportunities the Association will prove an even greater boon to the cause of football in Hongkong. I wish it every possible success.

The annual meeting was to have been held last night, but was postponed owing to the unrepresentative attendance.

SOFIA IS FEARFUL OF ALLIED VICTORY.

According to a despatch from Sofia received by the *Hestia* (Athens) the Bulgarian people's confidence in the issue of the war has given place to the greatest uncertainty. The Government itself is evidently making ready to meet any eventuality. If ever Bulgaria is forced to ask pardon of Russia, Prince Boris will certainly be chosen to conduct the pourparlers, and even now efforts are being made to prepare the way for such a contingency.

Prince Boris has been semi-officially recognized as leader of the Russophile Party, so that, should the time come when it would be well for Tsar Ferdinand to disappear, he could become the monarch of a repentent Bulgaria.

M. Ghenediev's trial, his liberation on bail and the agreement which the Government and the Opposition are believed to have come to, all indicate that both parties in Bulgaria have realised the advisability of preparing for a possible defeat of the Central Empires.

THE POLITICAL SITUATION IN CHINA.

INTERVIEW WITH SIR ROBERT BREDON.

THE QUESTION OF NORTH AND SOUTH.

Sir Robert Bredon, acting Inspector-General of the Chinese Maritime Customs, on his way to Japan, granted an interview to a representative of the *N.-C. Daily News* and gave some interesting expressions of opinion regarding the present political situation in China. Sir Robert apparently takes a most cheerful view of affairs and thinks that the North and South will be able to compose all their differences. He uttered a warning, however, against the too free use of the terms "North" and "South."

They are, he said, inclined to be misleading because they imply a geographical division which has little or no existence in fact. There is a Southern party and a Yuan Shih-kai party, or the remains thereof, and it is between these two that the immediate future of China lies."

"You mean, for example, Liang Shih-yi?"

"Precisely. Liang Shih-yi is a Southerner and yet was a supporter of Yuan Shih-kai. So were many other Cantonese. It is misleading, therefore, to speak of the South as though it were a solid block opposed to the North, an equally solid block. There are southern pro-Yuanites and southern anti-Yuanites and it is safer and more accurate to keep to that distinction."

"And the pro-Yuanites, in particular, Liang Shih-yi, have got to go? The southern party insists on that, does it not?"

"When I left Peking," replied Sir Robert, "it was insisting on more. It was, and I believe still is, out for Liang Shih-yi's blood. It considers that he should pay with his life for the monarchical movement and for the financial muddle of which the recent moratorium was the fruit."

Continuing, Sir Robert said, "I think a campaign of revenge would be a very great mistake. We have had enough of political revenge. China has now an excellent opportunity of showing that all that is at an end. I hope myself that she will take it. That does not mean, however, that Liang Shih-yi, Chou Tzi-chi and others should be allowed to remain in public life. On the contrary I regard it as an essential part in the clearing up of the situation that they should go. I can see no alternative to that. They simply must go, but they should be allowed to go quietly, to disappear from the political stage. After all, there are lots of attractive places in the world," added Sir Robert with a twinkle.

"In this connection, what is the policy of Tuan Chi-jui and, more important, of Li Yuan-hung?"

"You ask me a difficult question," replied Sir Robert, "and one which I cannot answer very definitely—nor, I fancy, could anybody else. There is a good deal of feeling against Tuan Chi-jui because he is believed to be shielding Liang Shih-yi. Whether that is really the case or not I couldn't say: quite possibly it is. As regards Li Yuan-hung, his policy, I imagine, will be the policy of all Chinese in a difficult situation, namely, the line of least resistance as long as possible. You see, it's very much a personal question, one into which the element of "face-saving" enters largely. I do not think, myself, that Li Yuan-hung will attempt to keep Liang Shih-yi. On the other hand, I imagine that he would be very averse from pushing things to extremes. I think he will aim at bringing things to the point at which Liang can just quietly go."

"At all events, we know that he has accepted his resignation."

"His resignation? oh, yes, but from what? From the head of the Customs Revenue Board, which is nothing very big. That is the extraordinary thing about Liang's political position. He has held no big official post. He has dominated in virtue of his personality and his brains."

"And the Bank of Communications?"

"And the Bank of Communications, into which he could put Customs revenues, which, with the railway revenues, gave him financial resources of considerable magnitude. They could be handled exactly as Liang dictated. That fact, combined with his ability, was the basis of his influence over Yuan Shih-k'ai."

"And now that Yuan is dead his position has disappeared?"

"Well, that is what the Southern party would like to be sure of, what it is determined to make sure of, and as long as Liang remains in politics they cannot be sure of it, simply because just as he succeeded before through personality and brains so he might succeed again."

THE PRESIDENT'S SUPPORTERS.

"To turn to another aspect of the present situation," said the interviewer, "is Li Yuan-hung sure of the support of the big men who are not in Peking, Tsai Ao and Feng Kuo-chang, for example?"

"Tsai Ao, we have every reason to assume, will certainly support him," answered Sir Robert. "As regards Feng Kuo-chang we have no reason to suppose that he will not."

CONVOCATION OF PARLIAMENT.

"In regard to the question of Parliament, what are your views?"

"Personally," answered Sir Robert promptly, "I am in full accord with Feng Kuo-chang. It is argued by those who are opposed to the re-assembling of the old Parliament dissolved by Yuan Shih-k'ai that its time limit has expired and that it would be better to have a fresh body. I do not agree. Granted that the Parliament of 1913 did not behave in an altogether sensible and practical way, its members have been cooling their heels all this time; they have probably, as the Chinese say, 'chih i tier'r k'u'—eaten a little bitterness—and will return to business in a new mood. Moreover, to reassemble them will save time, whereas to institute fresh elections will waste it. What is of supreme importance is to get the Southern party constituted as a tangible entity: to get their ideas properly and formally embodied and so to cut short the road to unity and obtain an expression of united purpose."

THE Y.M.C.A. BUILDING FUND.

THIRTEENTH LLIST OF DONATIONS.

The Hongkong Tramway Co.	$ 1,000
Anonymous	250
Messrs H. Skott & Co.	100
The Robert Dollar Co.	100
Anonymous	100
Hon. Mr. J. H. Kemp	50
Mr. G. E. Lorrigo	50
China Mail S.S. Co.	50
Mr. A. B. Sorensen	50
Mr. G. F. Turner	25
Mr. R. Buchan	25
Nemo	25
Dr. J. T. C. Johnson	20
Mr. L. Forster	15
Mr. A. Stevenson	15
Mr. J. Mitchell	10
Mr. W. L. Handyside	10
Anon	5
Mr. W. Wotherspoon	5
A. W. J.	1
	$ 1,901
Already acknowledged ...	98,817
Total	$100,718

A LADIES' COLUMN.

THE NEW NEATNESS.

A Paris correspondent of *The Times* writes:—

The difficulty in dressing well to-day is only equalled by the difficulty of writing about it. It is an accepted fact that you cannot make bricks without straw, but women are certainly expected to look well dressed in war-time without spending any money. The Frenchwoman, with her invariable gift for getting her own way and appeasing public opinion, has established a certain standard of dress which looks simple and smart. Quite unobtrusively she walks about in perfectly-built cloths, for we may say with truth that the tailor-made of to-day is again built rather than merely sewn, and every point about her is so highly finished and polished that she looks in style like a racehorse in perfect condition.

LINGERIE.

Among the things that she has discarded from last year's fashions is the all-white lingerie collar and front. These things have been replaced by dainty collars, fronts, and cravats in soft tones of pastel blue, the faintest rose-pink, and, most in favour of all, a very deep ivory which is almost pale apricot. These delicately-tinted touches on plain tailor-mades in pale tones of beige look charming and are really less trying to the complexion than is the strict white of the puritan lingerie of last season. The stiff, high collar does not seem to be acceptable, but the majority of collars rise behind and some reach to the ears, leaving only the throat bare. The main point is to keep the whole effect soft and easy looking. Nothing is smarter than the strict tailor-made, the ivory-tinted lingerie, blouse or guimpe, washing suede gloves, high boots in either black or brown, a straw hat in one of the many sailor-shapes, and not a hint of jewelry or fuss anywhere.

The velvet band round the throat is a disputed question. Speaking generally, it is not worn by the smartest people, although the middle-aged woman finds it tempting for obvious reasons. Like all superfluous ornaments, it is doubtful taste, and is rather the resource of weakness than the finishing touch of strength. On a young throat it is a touch of affectation like the little black patch on the cheek, and on the throat that has lost its first roundness it is rather like a note of alarm. The woman who has quite mastered the art of good dressing generally avoids it. The feather boa comes under the same category as the velvet band. It is unnecessary and fluffy. It spoils the line and has an aggravating way of falling off. Like a "table centre," and most apologies, it is generally out of place.

EARRINGS.

Jewelry is one of the things few people think about in these days, although it is said that women still buy pearls. In the ordinary walks of life, anyway, very little jewelry is seen. Earrings, for one thing, have quite disappeared, unless you count the diamond solitaire, that dearly-loved ornament of the plainly-dressed elderly Frenchwoman of wealth. The long, droopy earring never did enslave the Parisienne, and the fashion of it scarcely bloomed in Paris before it died. Now it is not only dead but forgotten. Bracelets on the other hand, seem to be creeping back, and if jewelry were worn at all they might be among the revivals. The fashion of one exquisite ring on a perfectly-kept hand is still in favour and one to be recommended. Any superfluity of jewels is looked on as the height of bad taste, and, like the too-obvious up-to-dateness of a certain class of Parisiennes, is condemned in anything but gentle terms.

Mourning is all too general in the streets, and women of all classes wear the long veil, not the very long, heavy crape veil, but one that is shorter and lighter and easier to manage. Even English-women who have lost men of their own on the field of honour, and who are living in France, sometimes adopt the French mourning, but many of our women pass unnoticed in the crowd with their simple black tailor-mades and unobtrusive toques as their only outward sign of sorrow. The women of the people like to have the more obvious mourning when they can afford it, but some of the very poor cannot spend more than will just cover their Sunday toque with crape. The midinettes have more or less adopted the fashion of the crape arm-band for a mark of mourning when the loss is not that of a near relation, and not a small number of Parisiennes follow quite strictly the various stages, much as a Royal Court does. There is the period of all black, some women even going as far as black underwear. Then comes the suggestion of white, and gradually the introduction of mauve. But such cases as these can only happen among the rich and the unoccupied.

ROYAL MAIL STEAM PACKET COMPANY.

THE PAST YEAR'S WORKING REVIEWED.

At the annual general meeting of the Royal Mail Steam Packet Company at the City Terminus Hotel, Cannon-street, last month, Sir Owen Philipps, K.C.M.G., M.P., the Chairman, said the set-back this old company met with in 1914, as a result of the war and of the financial depression in the great South American Republics, had now been made good. (Hear, hear.)

He proceeded: We are to-day able to present to you a satisfactory report, as after replacing the £200,000 which we had to withdraw from the reserve last year to meet war losses—we recommend the payment of a dividend on the ordinary stock, for the half-year ended December 31st last, at the rate of 8 per cent. per annum, which—with the interim dividend previously paid—makes the total dividend 6 per cent. for the year. Before arriving at this result, the usual depreciation has been written off the value of the fleet, which, I may mention, now stands in the books at cost price, less 5 per cent. per annum depreciation. The company's steamers, at the present time, are of course worth very considerably more in the open market than the figure at which they stand in the books.

The insurance fund now amounts to £408,365, having been increased during the year by the premiums charged in the voyage accounts, against which there were few marine claims. This fund is still small for a shipping company of this magnitude, but we hope that before long it will be large enough to justify us in again taking the whole of the marine risks on our fleet. Our investments in allied steamship companies stand in our books at £4,617,000, which is practically the same figure as last year, and the income received from them was almost exactly 6 per cent. on their book value.

Many smaller shipping companies owning tramp steamers have recently been paying very large dividends, as a result of the high rates of freight obtainable in the open market, but the steamship companies with which we are allied carry on regular ocean services at relatively low rates of freight compared with tramps. They are all well-managed concerns, with their steamers properly written down in their books, and I believe that when times of stress again arrive for the shipping trade, as they are certain to do, these allied companies will be found in such a sound financial position as will enable them to continue paying steady dividends through times of depression.

Much uninformed criticism has been levelled against British shipowners in the Press of this country and abroad on account of the rates of freight which have resulted from the shortage in the world's tonnage owing to the war, but it may interest you to know that the vast quantities of meat carried by the Royal Mail and its allied companies have been conveyed at an average rate of less than ½d. per lb. over pre-war rates, notwithstanding the expensive character of the specially insulated steamers and the ever-increasing cost of running these vessels. This increase in the rate of freight is very small compared with the rates of freight secured in the open market by tramp steamers for general cargo, and is a mere fraction of the rise which has taken place in the price of meat to the consumer. On the outbreak of hostilities it was found that the sources of supply of Argentine meat were largely dominated by neutral capital, and had the tonnage for its conveyance to this country been likewise under neutral control there would have been nothing to prevent an immense increase in the cost of the supplies of meat we required. The fact, however, that the means of ocean transport were exclusively British enabled the British Government to requisition all the refrigerated space available, and having thus monopolised the transit facilities they were in a favourable position to negotiate terms with the meat exporters. (Hear, hear.)

DISCRIMINATION IN GOVERNMENT RESTRICTIONS.

Under these circumstances, it might have been anticipated that the British owners of refrigerated steamers—the existence of which had proved so advantageous to the country—would be treated, not only with scrupulous fairness, but also with due consideration for the great services they have rendered to the nation. (Hear, hear.) As a matter of fact, however, the uninsulated vessels, bringing grain from Argentina, obtain the benefit of the rates ruling in the open market, while we have been restricted to a rate which provides a revenue many times less, in proportion to the capital employed, and the enormous cost of running these high-class meat vessels. I have been unable to discover any principle on which such discrimination is based. It is hard to understand the policy of placing at a disadvantage shipowners who have rendered a special service to the State. It is evident that if some shipowners are placed under Government restrictions which do not apply to other shipowners, the former must be handicapped in maintaining their position in the trade, now and in the future. (Hear, hear.)

EASTERN TRADE.

It is now nine years since we acquired the old-established "Shire" Line, trading from London to the Far East, which is now being run in conjunction with the Glen Line. This joint service has been slowly but steadily developed and shortly prior to the war we had built several large cargo steamers for our Far Eastern service, so as to meet the requirements of the trade. One of these vessels, the *Carnarvonshire*, brought home no less than 16,500 tons measurement of cargo. I need hardly say that these fine steamers are of material assistance to this country and its Allies at a time when there is such a scarcity of mercantile tonnage. (Hear, hear.)

(*Continued on next Column.*)

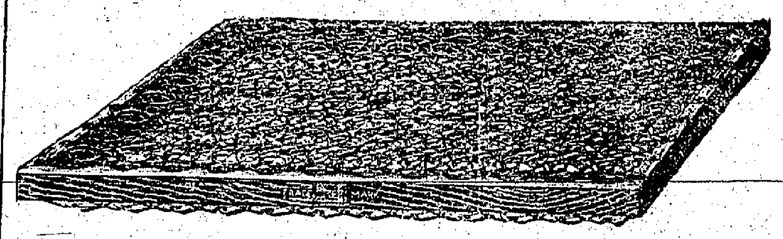
On the motion of the Chairman seconded by the Deputy Chairman (Mr. Alfred S. Williams) the following resolution was carried unanimously:—"That the report of the directors and the accounts and balance-sheet submitted to this meeting be and the same are hereby received and adopted, and that a dividend of 2½ per cent., less income-tax (making with the interim dividend 5 per cent. for the year), be and the same is hereby declared on the Preference stock, and that a dividend of 4 per cent., less income-tax (making with the interim dividend 6 per cent. for the year), be and the same is hereby declared on the Ordinary stock."

INTIMATIONS

LANE, CRAWFORD & Co.

WHY NOT SLEEP SOUND THESE HOT NIGHTS?

CHORLTON'S PATENT TWO SURFACE MATTRESS WILL ENSURE THIS IF YOU USE ONE.



THIS MATTRESS CAN BE USED EITHER SIDE, AND BOTH DIFFER IN ELASTICITY, GIVING A CHOICE OF SPRINGINESS TO USER.

THE ONLY MATTRESS THAT DOES NOT SAG AND SO "CROOKS THE SPINE."

LUXURIOUS. SANITARY. DURABLE.

SIZES 3 ft. 6 in., 4 ft. 6 in., 5 ft., and 5 ft. 6 in. wide.

CALL AND INSPECT ONE.

LANE, CRAWFORD & CO.

[21

HONGKONG, CANTON, MACAO & WEST RIVER STEAMERS.

JOINT SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD., AND CHINA NAVIGATION CO., LTD.

HONGKONG-CANTON LINE.

Single Fare by Night Steamer	$6.00
Return " " (available also for return by day steamer)	
Single Fare by Day Steamer	1.00
Return " "	1.50

HONGKONG TO CANTON. | CANTON TO HONGKONG.

WEDNESDAY, 28TH JUNE, 1916.

8 a.m. *HEUNGSHAN.* | 8 a.m. *HONAM.*
10 p.m. *KINSHAN.* | 5 p.m. *FATSHAN.*

THURSDAY, 29TH JUNE, 1916.

8 a.m. *HONAM* | 8 a.m. *HEUNGSHAN.*
10 p.m. *FATSHAN.* | 5 p.m. *KINSHAN.*

HONGKONG-MACAO LINE.

S.S. *TAISHAN*, Tons 2,000. | S.S. *SUI TAI*, Tons 1,651.

HONGKONG TO MACAO.

Week days at 8 a.m. and 2 p.m. from the Company's Wing Lok Street Wharf. Sundays at 9 a.m. and 1 p.m. from the Company's Wing Lok Street Wharf.

MACAO TO HONGKONG

Week days at 7.30 a.m. and 2 p.m. Sundays at 7.30 a.m. and 3 p.m.

EXCURSION TO MACAO.

SUNDAY, 2ND JULY, 1916.

The Company's New Steamship

"TAISHAN"

Will depart from the Company's WING LOK STREET WHARF at 9 a.m., and return from Macao at 3 p.m.

N.B.—The Company will also run a Steamer from Macao on Sunday at 7.30 a.m. and from Hongkong at 1 p.m., from the Company's Wing Lok Street Wharf.

FARES AS USUAL.

MACAO-CANTON LINE.

S.S. *SUI AN.*

Departure from Macao to Canton on Monday, Wednesday and Friday, at 5 p.m.
Departure from Canton to Macao on Tuesday, Thursday and Saturday, at 6.30 p.m.

JOINT SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD., THE CHINA NAVIGATION CO., LTD., AND THE INDO-CHINA STEAM NAVIGATION CO., LTD.

CANTON-WUCHOW LINE.

S.S. *SAINAM*, 588 tons, and S.S. *NANNING*, 569 tons.

One of the above Steamers leaves Canton for Wuchow every Monday, Wednesday and Friday, at about 8 a.m., and the other leaves Wuchow for Canton on the same days at 8.30 a.m. Round trips take about 5 days. Passengers can return to Hongkong or vice versa by the Company's direct Steamers *LINTAN* and *SANUI*. These vessels have superior Cabin accommodation and are lighted throughout by electricity. Electric Fan in each Cabin.

Booking Office open daily (Sunday excepted) 8 a.m. to 6 p.m.

Further particulars may be obtained at the Office of the—

HONGKONG, CANTON & MACAO STEAMBOAT Co., LTD.,

Hotel Mansions (First Floor), opposite the Blake Pier. [128

HONGKONG METEOROLOGICAL REGISTER.

Hongkong Observatory, June 27th.

	Previous Day at 2 p.m	On Date at 8 a.m	On Date at 2 p.m
Barometer	29.80	29.74	29.73
Temperature	85	80	84
Humidity	73	85	72
Wind Direction	South	SW	South
" Force	3	3	3
Weather	cq	cpg	cq
Rain		0.02	

Highest open-air Temperature on 27th 85
Lowest open-air Temperature on 27th 79

NEW ADVERTISEMENTS

TO LET.
From 1st August.

FLAT on Conduit Road level. Unfurnished. Low rent.
Apply to—
F. A. MACKINTOSH,
16, Des Vœux Road.
[834

TO LET.
Near May Road Tram Station.

"ABERTHOLWYN," No. 14, Peak Road, from end of July.
Apply to—
R. D. HARVEY,
18, Bank Buildings,
or HUMPHREYS ESTATE & FINANCE Co., LTD.,
Alexandra Buildings.
[835

TO LET.

A TWO-STORIED EUROPEAN HOUSE, at No. 19, Kennedy Road East; Consisting of Four Rooms with Bathrooms and Outhouses Complete.
Apply—
YOUNG HEE,
16, Des Vœux Road Central.
[836

BANK HOLIDAY.

UNDER Ordinance No. 5 of 1912, SATURDAY, 1st July, has been proclaimed a GENERAL HOLIDAY and the EXCHANGE BANKS will be CLOSED for business on that day.
Hongkong, 27th June, 1916. [837

CHINA AND JAPAN TELEPHONE AND ELECTRIC CO., LTD.

NOTICE.

THE North Point bathing beach and pier are within the boundaries of the Submarine Cable Reserve, and as valuable Cables lie here the Company are compelled to take action against the owner of any craft that anchors within the Prohibited Area.
Hongkong, 27th June, 1916. [838

NOTICE.

THE 6% INTERNAL LOAN OF THE 3RD YEAR OF THE CHINESE REPUBLIC (1914).

THE PUBLIC ARE HEREBY NOTIFIED that the FOURTH PAYMENT of INTEREST of the 6% INTERNAL LOAN OF THE 3RD YEAR OF THE CHINESE REPUBLIC (1914) will fall due on the 30th of June of this year. With the exception of the detailed regulations, governing the payment of interest of the said Loan, which have been published in the *Government Gazette* and which have been printed for the information of the Public by all the establishments authorised for the payment of interest, the following Important Points are hereby published for general information:—

1. The date when the payment of interest begins: the 30th June of the 5th year of the Chinese Republic.
2. The organs authorised for the payment of interest:
 a. All Magistrate's Yamens.
 b. The Head and Branch Offices of the BANK OF CHINA and of the BANK OF COMMUNICATIONS.
 c. The Reliable Agents of the above-mentioned two Banks.
3. The methods for the claiming of interest: The Public when claiming for the interest must cut down the matured coupons and proceed to any of the above-mentioned organs with the said coupons. The said organs after examining the said coupons will then pay the interest and retain the coupons so paid. But the holders of $1,000 Bonds and of $10,000 Bonds must not cut down the coupons themselves, as the said Bonds have to be examined first by the organs concerned.

The matured coupons can be used as cash in payment of land tax and duties. The interest of the coupons is expressed in term of "Big Dollar," and if it is required to be converted into taels or copper cash, then the rate of exchange for different districts will be decided and posted in conspicuous places by the various Financial Bureaux concerned.

The Public are requested to read over the detailed regulations governing the payment of interest, which are obtainable at all authorised organs above-mentioned.

By Order,
THE BUREAU OF NATIONAL LOANS
Peking, 15th June, 1916. [839

EAST ASIATIC COMPANY, LIMITED COPENHAGEN.

NOTICE TO CONSIGNEES.

THE Motor-ship
"FIONIA,"
having arrived, Consignees of Cargo are hereby informed that their Goods, with the exception of Opium, Treasure and Valuables, are being landed and stored at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Ltd., Kowloon, whence delivery may be obtained.

Optional Cargo will be forwarded on unless intimation is received from the Consignees TO-DAY requesting it to be landed here.

No Claims will be admitted after the Goods have left the Godowns, and all goods remaining undelivered after the 5th July will be subject to rent.

All broken, chafed and damaged goods are to be left in the Godowns, where they will be examined on the 4th July, at 10 A.M.

All Claims must reach us before the 12th July, or they will not be recognised.

No Fire Insurance will be effected.

Bills of Lading will be countersigned by the Undersigned.

THORESEN & Co.,
Agents.
Hongkong, 28th June, 1916. [840

NEW ADVERTISEMENT

LOST.

SILVER CREAM JUG, near Bowen Road, Tram Station. Good reward Offered.
Apply—
"X. Y. L.,"
Care of "Daily Press" Office.
Hongkong, 28th June, 1916. [841

INTIMATIONS

NOTICE.

CARLOWITZ & CO.
(IN LIQUIDATION).

CREDITORS are required to send in their Claims against the above to the Undersigned, York Building, Chater Road, on or before FRIDAY, the 30th June, 1916.
W. R. LOXLEY & Co.,
Liquidators.
Hongkong, 22nd June, 1916. [822

NOTICE.

REUTER, BROCKELMANN & Co.
(IN LIQUIDATION).

CREDITORS are required to send in their Claims against the above to the Undersigned, St. George's Building, Chater Road, on or before FRIDAY, the 30th June, 1916.
SHEWAN, TOMES & Co.,
Liquidators.
Hongkong, 1st June, 1916. [757

NOTICE.

WM. MEYERINK & Co.
H. TIMCKE.

ALL CREDITORS are requested to send in their Claims to the Undersigned on or before 30th June, 1916.
ALEX. ROSS & Co.,
4, Des Vœux Road,
Liquidators.
Hongkong, 31st May, 1916. [758

NOTICE.

DEUTSCH-ASIATISCHE BANK, HONGKONG
(IN LIQUIDATION).

CREDITORS are requested to send in their Claims to the Undersigned on or before 31st August, 1916.
HONGKONG AND SHANGHAI BANKING CORPORATION,
Liquidators,
Appointed by the Hongkong Government.
Hongkong, 13th June, 1916. [797

WANTED.

FOREIGN ASSISTANT for Book Office of Local Shipping Company. Previous experience essential.
For particulars apply to—
"BOOK OFFICE,"
Care of "Daily Press" Office.
Hongkong, 10th Jun, 1916. [785

WANTED TO RENT.

ONE 5-ROOMED or TWO 3-ROOMED UNFURNISHED FLATS to be used for both Office and Private Rooms. A FLAT on the Kowloon side not too far from the Hongkong Ferry will be preferred. Please state monthly rental and all particulars to—
"N. F.,"
Care of "Daily Press" Office.
[836

TO LET.

FURNISHED ROOMS, with or without Board. Every convenience.
Apply—
"BOARD,"
Care of "Daily Press" Office.
[773

TO LET.

PREMISES at present occupied by CHS. J. GAUPP & Co., Alexandra Buildings, Chater Road.
Apply on premises or to—
LOWE, BINGHAM & MATTHEWS,
Liquidators.
[705

TO LET.

NO. 5, DES VŒUX ROAD CENTRAL, First Floor.

THE COMMODIOUS DWELLING HOUSE, with Offices, Servants' Quarters, &c., No. 14, SHAMEEN, CANTON, from 1st June, at present in the occupation of the Imperial Russian Consulate.
Apply to—
DAVID SASSOON & Co., LTD.
[415

TO LET.

OFFICES at 2, Connaught Road.

21, WONG-NEI-CHONG ROAD.
OFFICES in King's Buildings.
HOUSE in CLIFTON GARDENS, Conduit Road.
No. 1, HILLSIDE," THE PEAK.
Nos. 1, and 2, WEST END TERRACE, CANTON.
Apply—
THE HONGKONG LAND INVESTMENT & AGENCY Co., LTD.
32

TO LET.

NO. 5, MOUNTAIN VIEW, PEAK.
No. 3, CAMERON VILLAS, 63, PEAK.
CRAIGMIN EAST, 160, THE PEAK, Unfurnished.
4-ROOMED FLAT to let at the PEAK.
KELLETT CREST, 66, PEAK.
No. 141, WANCHAI ROAD, Large and Spacious Godown.
"SHORNCLIFFE," Garden Road, to let Furnished, 8 Rooms.
"WOODBURY," No. 4, Hankow Road, Kowloon, from 1st May, 1916.
"GLENSHIEL," No. 141, Plantation Road, Peak.
"HARTING," Austin Road, Kowloon.
No. 6, BELILIOS TERRACE.
No. 25, BELILIOS TERRACE, with entrance on Conduit Road.
TWO GODOWNS, in Duddell Street.
No. 2, DES VŒUX VILLAS, 51, PEAK, Unfurnished.
No. 52, THE PEAK (5 CAMERON VILLAS.
Apply to— LINSTEAD & DAVIS,
3rd Floor, Alexandra Buildings.
35

HOUSES TO LET

TO LET—AT THE PEAK.

"BAHAR LODGE," No. 4, Peak Road, 5 ROOMS.
Apply to—
V. F. V. RIBEIRO,
Care of W. G. HUMPHREYS & Co.
[828

TO LET.

FOUR ROOMS at the Upper Terminus with usual Servants' Quarters.
Very convenient. Electric Light and Water Carriage System.
Apply to—
PEAK TRAMWAY Co.
[829

TO LET.

A HOUSE, in Observatory Villas, Kowloon.
Apply to—
ARRATOON V. APCAR & Co.,
14, Des Vœux Road.
[811

TO LET—FURNISHED.

"IDDESLEIGH," 5, Bowen Road, for 2 or 3 months from end of July.
Apply to—
MOWBRAY S. NORTHCOTE,
THE HONGKONG LAND INVESTMENT AND AGENCY Co., LTD.
[803

TO LET.

"ROCKLANDS," No. 7, Robinson Road, from 1st August, 1916, or earlier.
Apply—
M. J. D. STEPHENS,
18, Bank Buildings.
[800

TO LET.

OFFICES on 1st Floor, No. 3, Queen's Road Central, at present in the occupation of The China Fire Insurance Co., Ltd.
Apply to—
CHINA FIRE INSURANCE Co., LTD.
[622

TO LET.

OFFICES in Princes' Building.
Apply to—
SHEWAN, TOMES & Co.,
Liquidators,
REUTER, BROCKELMANN & Co
[572

TO LET.

OFFICES on 1st Floor, No. 9, Queen's Road Central (In Ice House Street).
Apply to—
WILKINSON & GRIST.
691

TO LET.

RAVENSHILL EAST, Park Road, containing 6 Rooms, 3 Bath Rooms, Servants' Quarters, &c. Vacant 1st November.
Apply—
DEACON, LOOKER, DEACON & HARSTON.
[90

TO LET.

A SMALL GODOWN in PRINCE'S BUILDING.
For particulars etc., apply—
THE HONGKONG CENTRAL ESTATE, LTD.
665

TO LET.

A HOUSE in Knutsford Terrace, Kowloon
Apply—
THE HONGKONG LAND INVESTMENT & AGENCY Co., LTD.
[37

TO LET.
From 1st May.

OFFICES, 2nd Floor, St. George's Buildings.
Apply to—
SHEWAN, TOMES & Co.
[518

TO LET.

TWO ROOMED-FLATS in Nathan Road Kowloon.
THREE-ROOMED FLATS in Humphrey's Buildings, Kowloon.
FOUR-ROOMED FLATS in May Road with every modern convenience, including English Baths and Kitchen Ranges, Hot Water and Water Carriage System. A few Flats specially designed to accommodate three bachelors at reasonable rentals. Immediate possession.
FOUR-ROOMED HOUSES in Gordon Terrace and Salisbury Avenue, Kowloon.
Apply to—
HUMPHREYS ESTATE & FINANCE Co., LTD
Alexandra Buildings
[692

FORTHCOMING EVENTS.

TO-DAY

4 p.m.—Election of a Justice of the Peace for the Licensing Board.

Saturday, 8th July:—
3.45 p.m.—Third Gymkhana Meeting at the Race Course, Happy Valley.
Wednesday, 19th July:—
Noon—The "Devawongse" Steamship Co., Ltd., Final Winding-up Meeting at the Company's Office.
12.15 p.m.—The "Phrasang" Steamship Co., Ltd., Final Winding-up Meeting at the Company's Office.

INTIMATION

BY APPOINTMENT.

WATSON'S STONE GINGER-BEER

The only fermented Stone Ginger-Beer in the Far East.

The real charm of Stone Ginger-Beer is the flavour produced by partial fermentation; without this no Stone Ginger-Beer can be said to be genuine.

90 cts. per doz.

TRADE MARK

A. S. WATSON & CO., LTD.,

ÆRATED WATER MANUFACTURERS.

'13

HONGKONG OFFICE: 10A, DES VŒUX ROAD, C.
LONDON OFFICE: 131, FLEET STREET, E.C.

The Daily Press.

HONGKONG, 28TH JUNE, 1916

CONQUERING THE CLIMATE.

THE short history of the Colony of Hongkong includes some interesting episodes in the great struggle of the British against the forces of Nature. Despite the remarkable climatic conditions which obtain throughout the summer months, we carry on our daily avocations and live a life not very different from that which people of the same station live "at home." Occasional glances at the thermometer remind us that we are in the tropics. References to the amount of humidity in the atmosphere make us think of the dry, bracing climates of places thousands of miles away. The ubiquitous mosquito and the irritating sandfly compel us to listen with sympathy to those amateur and professional sanitary experts who tell us that such pests are due to our own carelessness. The sinister returns regarding plague and small-pox make us pause to wonder whether we ourselves, or those who are dear to us, could possibly "catch" such dread diseases. Some friend drops in to dinner and recalls a local excitement, such as the fatalities due to the Fanling tiger or the poisonous results of a snake-bite in Hongkong or Kowloon. The conversation continues in the pessimistic vein, and the escape of Europeans from the unpleasant attentions of pirates or robbers is commented upon. An eavesdropper would, indeed, imagine that the colonists of Hongkong have the trials and tribulations of pioneers. But a glance at the leading hotels and clubs, where electric fans run ceaselessly, and iced drinks are always available, would reassure him. The truth of the matter is that, at times, the climate of Hongkong is most depressing. It is not the high reading on the thermometer that makes it so; it is the temperature combined with the extreme humidity of the atmosphere. The island is practically a granite rock, although the forestry experts have almost made us forget the fact, and the summer brings with it the unpleasant reminder that the trees and the vegetation are merely covering up the stone. The mist on the peak, the clamminess of the air on the lower levels, our own feelings, and the scientific instruments at the Observatory and elsewhere, provide indisputable evidence that the atmosphere is heavily charged with moisture. The explanation is simple. The great mass of granite does not alter in temperature as rapidly as the air. It therefore acts like an apparatus for causing condensation. It is quite impossible to alter that. As long as there is an island of Hongkong there will always be humidity in the atmosphere surrounding it at certain seasons of the year.

Having resigned ourselves to the conditions due to the geological and geographical aspects of the situation, we can at least feel some satisfaction at the results which have come from the efforts to reduce the inconveniences and discomforts due to them. There is an old story, but it will bear repetition, concerning Hongkong. When first it was occupied by the British the mortality was appalling. Among the troops the average life was less than three years. All the white children born on the island, for the first few years of its occupation, died. We cannot fail to admire the tenacity with which our countrymen kept the flag flying in those days of sorrow. At times they must have despaired of their mission. News came out from Home very slowly. The Chinese were most hostile, but their trading instincts were stronger than the strategy of their military and naval leaders. Gradually the children of Cathay realised the advantages of law, order and justice. The telegraph and the steamship made the exiles feel nearer Home. The electric fan has circulated the air in the tropics and made life more bearable. The mechanical production of ice, introduced only about thirty or forty years ago, made a wonderful difference to the comforts of people in the tropics. Not only did it provide a method of cooling drinks and edibles, but it enabled foods to be preserved. It is very improbable that we could have such an excellent milk supply in Hongkong but for the perfection of machines for making ice. We can, parenthetically, record the gratitude which all of us owe to those who have initiated and carried out such schemes as that which provides a safe and adequate milk supply for the children. It is difficult to understand why some arrangement for a market garden, under similar European supervision, is not carried out.

The building of the Peak Tramway, and the development of the higher levels, benefited not only those financially interested but the families who now live there. We are not unaware of the fact that there are people who prefer the lower levels. There will probably always be differences of opinion as to the advantages accruing from living on the Peak. The fact is indisputable that the wealthier section of the community, who have the choice, select that locality. It is certainly much quieter and it is cooler. Although we can become inured to noise, there is something peculiarly irritating in the Chinese manifestations of joys and sorrows. Crackers and Eastern music, when once the novelty has worn off, have an effect upon the nerves of the European which is the reverse of soothing. Perhaps some of the advantages of residence in the Peak district could be obtained in some suburb on the Kowloon-Canton railway. Even a transport service, such as a light railway or motor vehicles, out to the hills near the reservoir which supplies water to Kowloon, is not impossible. Whether we may anticipate any further household benefits at all comparable to the electric fan and locally-made ice is a matter of speculation. Efforts may be made to dry and cool the air which circulates in buildings. The large hotels in Europe and America have an excellent system of warming the air. We should like to see someone make the experiment of supplying air by a properly designed inlet and exhaust system of fans to a large private house or hotel. The air could be passed through a cold chamber to reduce its temperature and dampness. If only it were a successful experiment, people would willingly go to the expense of artificially producing a bracing climate in their homes in Hongkong during the summer months. Meantime, while we grumble at the climate, we can at least be thankful for the improvements in our daily life, as compared with that of our predecessors in the Colony.

Mails for Europe *via* Siberia close to-morrow at noon and at 3 p.m.

Professor and Mrs. Middleton Smith are staying at Wei-hai-wei.

Saturday, July 1st, is a general holiday and the banks will be closed on that day.

Mr. Shelton Hooper has been re-elected, without opposition, to a seat on the Licensing Board.

The P. & O. outward mail str. *Kaisar-i-Hind*, with the London mails of the 15th inst., arrived at Suez on Sunday, the 25th idem.

Four shipments of Philippine silver pesos, each consisting of one million pesos, have been shipped from the Philippines to the Government of British India, says the Manila *Cablenews*, and the purchase price has been paid over and now lies securely deposited in the vaults of the Chase National Bank of New York, to the credit of the Philippine Islands. Other shipments of the coins will be made as rapidly as transportation becomes available.

Prompted by the existing deplorable financial condition and owing to the fact that hostilities between the North and the South have been entirely suspended as a result of the death of the late Chief Executive, the Central Government is reported to have again approached the American bankers represented by Messrs. Lee, Higginson & Co. for the payment of further advances against the sale of Chinese Government Treasury Bonds in America, says the *Peking Daily News*.

COLONEL GORDON HALL.

RECEIVES THE C.B.

A Reuter cable received last night announced that Colonel F. W. Gordon Hall, R.A.M.C., had had the honour of Companion of the Bath conferred upon him. Colonel Gordon Hall is well-known in Hongkong. He was serving here at the outbreak of hostilities, and was for some time a member of the Sanitary Board. Since leaving Hongkong he has been engaged in the Near Eastern theatre of war.

COLLECTING FOR A JOSS?

MAN CHARGED AT HONGKONG POLICE COURT.

At the Magistracy yesterday before Mr. Orme, a Chinese named Chan Shing, *alias* Chan Mun, was charged with collecting money between the 15th and 25th June, with another man not in custody, for the alleged benefit of the Kun Nam joss house, under false and fraudulent pretences.

The man pleaded not guilty, saying that he did not defraud anyone. His appeal for subscriptions was, he said, quite plain to anybody who knew anything about it. He had collected no money up to date, but he had received many promises of subscriptions.

Detective Murison asked for a remand, at the same time remarking that there was nothing in the man's appeal to show that he was collecting for any institution whatsoever. He had no acquaintance at the temple referred to. Notices were posted all over the Colony against collecting money in this way.

The man was remanded until Thursday.

CONCERT AND PRESENTATION.

AT R.N. DOCKYARD POLICE MESS.

The members of the R.N. Dockyard Police held a farewell smoking concert at the Police Mess last evening in connection with the departure from the Colony of Mr. A. McKay, of the R.N. Dockyard. Mr. H. Linfield (Hon. Secretary) arranged an exceptionally lengthy and attractive programme, which was thoroughly enjoyed by a large audience. During an interval Inspector Churcher presented Mr. McKay with a handsome silver flower holder stand and two silver miniatures of a Chinese "chair."

The contributors to the programme were the following:—Messrs. A. B. Allan, W. B. Cawsey, J. England, Tindall, Duguid, McKay, W. Bearne, F. W. Wright, Brooks, Smith, Nicol, and Linfield, Corpl. Rogers, R.E. and Corpl. Huxley, R.E. (songs), Mr. Arnold and Sergt. Loder, R.A.M.C. (piano selections), Messrs. White and Thorne (instrumental items), Corpl. White, R.E. violin), Mr. Dunn (recitations); Messrs. Huxley and Perrin (impersonations), and Messrs. Cawsey and England (duets).

HONGKONG TRAMWAY CO., LTD.

The approximate statement of traffic receipts for the week ending 24th June is as follows:—

	Receipts for week.	Aggregate receipts for 25 weeks.
This Year	$13,374	$340,407
Last Year	12,416	265,932
Increase	958	74,475

THE WAR.

OMINOUS LULL AT VERDUN.

GERMANS PREPARING FOR GREAT OFFENSIVE.

MANY SUCCESSFUL BRITISH RAIDS.

RUSSIAN PROGRESS CONTINUES.

ANTI-TURK RISING.

FRANCO-BELGIAN FRONT.

[THROUGH REUTER'S AGENCY.]

OMINOUS LULL AT VERDUN.

CALM BEFORE FURIOUS STORM.

PARIS, June 27th.

Yesterday's lull in infantry attacks at Verdun is regarded as the calm before a more furious onslaught. The artillery yesterday increased hourly in violence, and this reached a climax at five in the afternoon at Froi de Terre and Fleury, where French experts expect an immediate attack.

Mort Homme was likewise pounded for forty hours.

There were appalling scenes in Saturday's street fighting at Fleury, both sides pelting with bombs at few feet range. The German hordes literally covered the ground. The total employed in successive waves works out at twenty men to a yard.

ENEMY ATTACK COMPLETELY FAILS.

PARIS, June 26th.
4.20 p.m.

To-day's *communiqué* says:—A German attack west of Thiaumont completely failed before our curtain-of-fire and rifle-fire.

We occupied parts of the enemy trenches between Fumin Wood and Chenois Wood.

There was artillery activity elsewhere, particularly at Mort Homme.

VERDUN LULL CONTINUES.

LESS ARTILLERY ACTIVITY.

PARIS, June 27th.
12.30 a.m.

A *communiqué* announces that the lull at Verdun continues, with decreased artillery activity on both sides of the Meuse. For the first time for weeks, except at Hill 304, there has been no infantry action to-day.

French artillery in Champagne wrecked enemy works at Ville-sur-Tourbe.

Our batteries in the Vosges exploded two ammunition depots at Chapelotte.

KARLSRUHE IN A PANIC.

AT ENEMY AIR-RAID.

PARIS, June 27th.

Telegrams from Karlsruhe state that the air-raid caused a panic in the city. A number of bombs destined for the station, which is a most important military point, accidentally wrecked a circus, causing 100 to 200 casualties.

BRITISH ACTIVITY.

MANY SUCCESSFUL ENTERPRISES.

LONDON, June 27th.

General Sir Douglas Haig reports increasing activity.

There were a number of successful enterprises last night at different points on the front, and hostile lines were penetrated at ten different places. Our parties inflicted considerable casualties on the enemy, and ours were everywhere of the slightest. The Munsters and "Anzacs" were particularly successful. There was much artillery activity in connection with these raids on boths sides.

Last evening and last night our artillery was most active against hostile trenches, which were considerably damaged at many places. Our heavy artillery caused four large explosions in the enemy rearward lines near Poziéres.

To-day our artillery was again active at numerous points, considerably damaging hostile defensive works, notably at Longueval, Givenchy-en-Gohelle, north of Loos and the salient opposite Wytschaete and east of Weiltje.

[THROUGH REUTER'S AGENCY.]

GERMAN COMMUNIQUE.

VIGOROUS ENEMY ACTIVITY.

AMSTERDAM, June 27th.

A German *communiqué* states that south of the La Bassee Canal to beyond the Somme, the enemy have developed continual and vigorous activity. At night they heavily bombarded the Lens suburbs and also gassed our lines north of Albert.

THE VERDUN BATTLE.

ENEMY'S OBJECT AT THIAUMONT.

PARIS, June 26th.

It is semi-officially announced that the enemy's object at Thiaumont is to penetrate the ravine from Fleury to the Meuse, in order to take in the rear Froi de Terre and Souville.

RUSSIAN FRONT.

[THROUGH REUTER'S AGENCY.]

ENEMY OFFENSIVES REPULSED.

BUKOVINA PROGRESS CONTINUES.

PETROGRAD, June 26th.

A *communiqué* reports intense artillery fire on the Dvina front, the repulse of German offensives north of the Pripet marshes, a heavy bombardment in the northern quadrant of the Lutsk salient, with local offensives in massed formation which were everywhere repulsed.

Southward of Buczacs the Cossacks forced the river, taking 350 prisoners.

The progress in Bukovina continues, and we are approaching the Transylvania Passes. The Turks repeated night attacks at Platana, in the Djivislik region, and at Trebizond were repulsed.

In Mesopotamia the Turks stormed sectors of the Russian positions at Revanduza, but were ejected with the bayonet.

A Turkish offensive in the Bagdad direction was easily stopped, the enemy losing heavily.

RUMANIA AND THE RUSSIAN ADVANCE.

INTERVENTION URGED.

BUKHAREST, June 26th.

The Russian successes have created a great impression, and the Opposition urge intervention.

ITALIAN FRONT.

[THROUGH REUTER'S AGENCY.]

IMPORTANT ITALIAN SUCCESSES.

ROME, June 26th.

A *communiqué* states that the Italians have scored important successes. They have forced the Austrians to evacuate Castle Gomberto, in Asiago, and Monte Cencio, and are following up the enemy hot-foot.

SUBSTANTIAL ITALIAN ADVANCE.

HEAVY ENEMY LOSSES.

ROME, June 26th.

A *communiqué* shows that a substantial advance has been made by the Italians from Vallarsa to Sette Communi. They are nearing the outskirts of Arsiero, and have occupied the line formed by Mount Longara, Gallio, Asiago, Cesuna, and the mountains north-eastward and south westward thereof. Along the whole front they found the enemy's trenches full of corpses, besides large quantities of arms, ammunition and food.

NAVAL ACTIVITIES.

[THROUGH REUTER'S AGENCY.]

ITALIANS SINK MUNITION-LADEN STEAMERS.

ROME, June 26th.

Last evening Italian units sank two munition-laden steamers of 5,000 and 3,000 tons at Durazzo, and returned without a casualty.

GERMAN COUP.

ITALIAN CRUISER AND FRENCH DESTROYER SUNK.

PARIS, June 16th.

An Italian auxiliary cruiser, the *Citta di Messina*, and a French escorting destroyer, *Fourche*, were torpedoed by a submarine in the Straits of Otranto.

Most of the crews were saved.

SUBMARINE WARFARE.

LONDON, June 26th.

The British steamer *Astrologer* and five Italian sailing ships have been sunk. A Danish schooner was attacked and fired.

The steamers *Herault* (French) and *Burma* (British), and the sailing-ships *Gabrielle Dale* and *Saturnina Fanny* (Italian) have been sunk. The *Herault* was sunk in the Mediterranean. Of her crew 36 have been landed. Five of the *Burma's* crew are missing.

THE BALKANS.

[THROUGH REUTER'S AGENCY.]

BULGARIAN ATTACK REPULSED.

SALONIKA, June 26th.

A Bulgarian attack at Poroy has been repulsed.

TURCO-RUMANIAN COMMERCIAL AGREEMENT.

BUKHAREST, June 26th.

The idea of a Turco-Rumanian Commercial Agreement has been abandoned.

BULGARIAN OBSTINACY.

BUKHAREST, June 26th.

Bulgarian obstinacy is continuing. The closing of the Rumano-Bulgarian frontier is creating a most unfavourable impression in official circles.

GENERAL.

[THROUGH REUTER'S AGENCY.]

THE ANTI-TURK RISING.

GRAND SHERIF'S THREE ARMIES.

CAIRO, June 26th.

The Grand Sherif of Mecca has given the command of an Army to each of his three eldest sons. They have destroyed the stations along 110 miles of the Hedjaz railway, to prevent the sending of reinforcements. LATER.

It appears that the Grand Sherif has raised three armies, the commands of which he gave to his three eldest sons. The first is besieging Medina, the second occupied Taif, taking prisoners most of the garrison, and the third captured Jedda with the garrison, field-guns, quick-firers, rifles and much ammunition. Sherif's followers also cut the telegraphs, uprooted the Hedjaz railway and destroyed the stations for 150 kilometres northward to prevent the sending of reinforcements. It is related that when Enver Pasha visited Hedjaz, the Grand Sherif told him that he was an ignorant youth who had dragged Turkey to destruction.

MESOPOTAMIA MATTERS.

NO MORE DETAILS AT PRESENT.

LONDON, June 26th.

In the House of Commons, Mr. Tennant said that it was not desirable in the public interest to give further details regarding Mesopotamia at present.

GENERAL TOWNSHEND'S REPRESENTATIONS.

LONDON, June 27th.

In the House of Commons, Mr. Chamberlain announced that he first learned of General Townshend's representations to General Nixon from the Viceroy's telegram of April 9th.

The decision to despatch two divisions from France to the assistance of General Townshend was taken on September 23rd, 1915.

[THROUGH REUTER'S AGENCY.]

EAST AFRICA CAMPAIGN.

ENEMY HEAVILY DEFEATED.

LONDON, June 26th.

General Smuts reports that he heavily defeated the enemy on the 24th on the Likigura River, 40 miles south of Handeni, and captured numerous prisoners, including eleven Germans, and also a pom-pom, machine-guns, rifles, and ammunition. Our casualties were four killed and 20 wounded. The enemy's losses were severe.

General Smuts added that the enemy, who were in a strong position in a dense bush, to the west of the river, were frontally attacked in the morning, while another column arriving after a night march assaulted his left flank and rear.

TREATMENT OF BRITISH PRISONERS IN GERMANY.

HINT OF REPRISALS.

LONDON, June 27th.

In the House of Commons, Lord Robert Cecil said that an American official report showed that the Germans had reduced the food supplies of British prisoners at Ruhleben to half the necessary amount. The Government had consequently proposed to Germany the exchange of British prisoners at Ruhleben for the same number of German civilian prisoners in England. If the Germans did not accept the proposal this week we would consider steps regarding the rations of German civilian prisoners in England. (Loud cheers.)

GERMANY'S FOOD PROBLEM.

A PRECARIOUS CONDITION.

AMSTERDAM, June 27th.

Food Dictator Batocki, in an interview, hinted that the temporary prohibition of the consumption of meat might be necessary to September. This will be compensated for by an increase in bread rations. The continuation of the present rations during the winter depended upon the result of the harvest.

GERMANY'S FINANCIAL STRESS.

AMSTERDAM, June 26th.

Germany is trying to borrow large sums from private people in Holland.

CONSCIENTIOUS OBJECTORS.

NO CHANCE IN I.S.C.

LONDON, June 27th.

The Government has accepted the proposal of Mr. Chamberlain making ineligible for the Indian Civil Service any person who has applied for exemption from military service on the ground of possessing a conscientious objection to combatant service. The rule comes into operation immediately.

MAGNIFICENT GIFT FROM SULTAN OF JOHORE.

PRESENTS SQUADRON OF WAR AEROPLANES.

SINGAPORE, June 26th.

The Sultan of Johore has presented the Imperial Government with a squadron of war-aeroplanes, costing £31,500.

THE IRISH SITUATION.

RESOLUTIONS BY IRISH PARTY.

LONDON, June 26th.

At Dublin, a meeting of the Irish Party, under the Presidency of Mr. John Redmond, passed a resolution, with two dissentients, expressing deep gratitude at the self-sacrifice of the Ulster Nationalists in consenting to temporary exclusion, and stating that they were looking to an early establishment of an united, self-governed nation; also declaring that Mr. Lloyd George's proposals should be accepted as the best means to an end.

The same meeting also unanimously passed a resolution demanding the release of interned persons who were not connected with the rising in Ireland.

PERSIAN GULF DISTURBANCES.

LONDON, June 26th.

In the House of Commons Lord Robert Cecil said that the survey of the Mohammerah—Khoramabad line was inevitably delayed by local disturbances.

[THROUGH REUTER'S AGENCY.]

UNITED STATES AND MEXICO.

A GRAVE SITUATION.

WASHINGTON, June 26th.

The situation is very grave. President Wilson yesterday conferred with the Leaders of Congress, and subsequently with Mr. Stone, Chairman of the Senate Foreign Relations Committee.

It is opined that war is virtually certain.

General Carranza said he is willing to accept the mediation of the South American Republics, but Mr. Lansing holds that there is nothing to mediate upon.

SURVIVORS OF THE CARRIZAL FIGHT.

SAN ANTONIO, June 26th.

American Headquarters in Mexico reports that 38 participants in the fight at Carrizal have returned, including a Captain who was believed to be dead. There are now 15 missing.

AMERICA'S TIGHTENING GRIP.

LONDON, June 27th.

America is tightening the screw upon Mexico, and is considering the stoppage of imports. Refugees who have arrived at the frontier report that a mob, led by the Major, destroyed the American Consulate at Torreon.

STRONG NOTE TO MEXICO.

WASHINGTON, June 27th.

President Wilson has sent a very strong Note to Mexico demanding the immediate release of the troopers captured at Carrizal.

CASEMENT TRIAL OPENS.

MANY JURYMEN CHALLENGED.

LONDON, June 26th.

The trial of Sir Roger Casement for high treason opened at the High Court before the Chief Justice, Justices Horridge and Avory and a jury.

The Attorney-General and the Solicitor-General are prosecuting on behalf of the Crown, and Serjeant A. M. Sullivan, Mr. Artemus Jones and Professor J. Morgan are defending.

The Court and the galleries were packed.

Prisoners pleaded not guilty, and numerous jurymen were challenged.

AMERICAN PRESIDENTIAL ELECTION.

COLONEL ROOSEVELT DECLINES NOMINATION.

CHICAGO, June 26th.

Colonel Roosevelt has written definitely declining nomination, and deprecating the nomination of a Progressive candidate, adding that he himself would strongly support Judge Hughes.

MILITARY HONOURS.

LONDON, June 27th.

A *Gazette* contains the following decorations:—

K.C.B. — Major-General Frederick Campbell.

C.B.—Major-General W. R. Marshall; Colonels N. G. Woodyatt, S. F. Crocker, F. W. Gordon Hall, F. H. Cunliffe; Lieut.-Colonels P. C. Palin, C. F. Murray, C. H. Derougemont, R. J. Mawhinny, H. H. Roddy.

C.M.G.—Lieut.-Colonels C. U. Price, O. K. Tancock; Major Andrew Sheen.

D.S.O.—Lieut.-Colonel P. H. Pryor; Majors I. U. Battye, R. F. Finlay; Captains A. A. Beaman, W. B. Dunlop, H. T. Skinner.

MILITARY CROSS.—Captains W. G. Aycough, P. T. Banford, H. J. O'Neill, R. L. Sweeny, R. S. Townsend; Lieuts. C. M. Maltby, G. F. Shakespear; Second Lieuts. A. W. Blanford, P. F. Durand, J. A. Ewart, D. H. Ferguson.

ROYAL RED-CROSS, Second-Class.—Miss. A. R. Lowe, Queen Alexandra's Nursing Service.

MINIMUM PRICES TO BE REMOVED.

LONDON, June 27th.

The Stock Exchange announces that all the remaining minimum prices will be removed on July 3rd.

[THROUGH REUTER'S AGENCY.]

SIR ERNEST SHACKLETON.

FRUITLESS ATTEMPT TO RESCUE ELEPHANT ISLAND PARTY.

LONDON, June 27th.

The *Daily Chronicle* announces that Sir Ernest Shackleton has returned to Port Stanley after a fruitless attempt to rescue the members of the expedition whom he left at Elephant Island.

PRIVATE LONSDALE.

AMSTERDAM, June 26th.

The *Vorwaerts* denies the report that Private Lonsdale has been pardoned.

LORD SELBORNE'S RESIGNATION DISCOUNTED

LONDON, June 27th.

Lord Selborne's resignation is discounted. It is stated that it will not affect the Home Rule situation.

OBITUARY.

RIGHT REV. R. BRINDLE, D.S.O.

LONDON, June 27th.

The death is announced of the Right Rev. Robert Brindle, Roman Catholic Bishop of Nottingham since 1901.

[The deceased, who was at one time an Army Chaplain, had the D. S. O. conferred upon him for services in Egypt and the Soudan, including the battles of Atbara and Khartoum. He held many medals and clasps, and was many times mentioned in despatches.]

EARL SANDWICH.

LONDON, June 26th.

The death has occurred of Earl Sandwich.

WAR NEWS.

INGENIOUS EAR PROTECTOR.

The use of cotton wool in the ear to deaden the concussion caused by the explosion of shells, mines, etc., has been found to be of little avail, for the number of men who have been rendered totally deaf in the war is said to be very large. German artillerymen are now being provided with an ear-protector, the invention of a Dr. A. Eysell, and it is said that results are most satisfactory. The invention is described in the *Munich Medizinische Wochenschrift*. It consists of two hollow spheres, screwed together and each drilled through in the same direction. In the hollow space is suspended a metal ball which acts as a valve. Ordinary sound waves have no effect on the valve, but as they increase the ball is pressed against the valve-seat until they are entirely obstructed. The whole apparatus is only about two centimetres in length, and is easily fitted to the ear.

BRITISH YEOMANRY IN THE BALKANS.

A message from Salonika, dated May 13th, says:—During the past fortnight there have been numerous patrol encounters between parties of our cavalry and German Uhlans in the debatable land near Lake Doiran. So far, our men seem to have had the best of things, as, while the enemy has lost 24 killed, some wounded, and a few prisoners, our losses have been *nil*.

Our Yeomanry have shown a courage and dash, as well as an initiative and ingenuity, which have enabled them usually to get the advantage over the enemy.

The most successful engagement was in a village, which has already been the scene of frequent fighting, and when a strong party of Germans was surprised by a small patrol who, without waiting for support, although greatly outnumbered, proceeded to make an immediate attack, pouring in a rapid fire, which emptied half a dozen saddles, killed one horse, and induced the Uhlans to break into precipitate flight, leaving three wounded and one injured prisoner in our hands. When our reinforcements arrived it was only a question of following up the success, but owing to the unfavourable nature of the ground the officer in command decided that this would be too risky. He was justified in this decision afterward by information elicited from prisoners that a trap had been laid in the woods north of the village, where several machine-guns were concealed. The Uhlans had been sent out to draw the British into the ambush, but had been themselves surprised by our patrol.

Another engagement in the same neighbourhood accounted for seven Germans killed in an ambush prepared by our men. It had been arranged that while they were retreating the Germans should fall into a second ambush of a detachment of infantry, but, owing to a misunderstanding in regard to time, the subsidiary plan miscarried.

On another occasion a machine-gun jammed after the third shot, enabling the ambushed Germans to get away almost without loss.

REFINED KULTUR.

The following extract from a letter received by the Rev. W. E. Horley, of Ipoh, from a friend who is a Minister in England, dated Banbury, Oxford, March 8, speaks for itself—"A friends of mine, a London solicitor, Mr. Giles, went down to meet some exchanged prisoners at Folkestone, and saw amid the pitiful crowd of mutilated (not wounded in war) a handsome young officer who looked strangely fit among the cripples. Mr. Giles found that the man had had his tongue cut out by our kultured friends! A letter this morning from Ramsgate tells me that a trapped German submarine is lying on the beach at Deal—so let all our enemies perish."

Ed. Ed. Palmer & Co.
The Wine Merchants of the East

NAPIER
JOHNSTONE'S
"SQUARE BOTTLE"
WHISKY.
UNVARIED FOR OVER
150 YEARS.
THE SAME TO-DAY AS IN
1745.
BEWARE OF
IMITATIONS.
SOLE AGENTS IN HONGKONG:
LANE, CRAWFORD & CO.,
and from ALL WINE MERCHANTS.
[39

HIMROD'S CURE for ASTHMA
Over 30 years ago the late Lord Beaconsfield testified to the benefit he received from HIMROD'S CURE, an every post brings similar letters to-day.
FAME: FOR 40 YEARS.
Sold in tins by all Chemists and Stores throughout the Country
Beware of Imitations.
49-1

APIOLINE
(CHAPOTEAUT)

LADIES SAFE REMEDY.
For functional troubles, delay, pain and those irregularities peculiar to the sex.
Prescribed by the highest French Medical authorities and superior to Tansy, steel Drops and Penny royal.
CHAPOTEAUT, 8, rue Vivienne, Paris.
Sold by all Chemists.
48-3

THE NEW FRENCH REMEDY
THERAPION No. 1
PRESSING CHARGES, EITHER SEX, WITHOUT INJECTIONS.
THERAPION No. 2
IMPS BLOOD POISON, BAD LEGS, SKIN ERUPTIONS.
THERAPION No. 3
FOR NERVE & BRAIN WEAKNESSES, DRAINS, LOST VIGOR, &C.
SOLD BY ALL LEADING CHEMISTS. PRICE IN ENGLAND, 4/6.
SEND STAMP ADDRESS ENVELOPE FOR FREE BOOK TO DR. LE CLERC MED. CO. 6 AVARS TOCK RD, HAMPSTEAD, LONDON, N.W. OR OBTAIN CASTLESS FROM
A CURE FOR YOU
THERAPION EASY TO TAKE SAFE AND LASTING CURES.
SEE THAT TRADE MARKED WORD "THERAPION" IS ON GREEN GOVT. STAMP AFFIXED TO ALL GENUINE PACKETS.
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WEATHER REPORT.

On the 27th at 14.10. Pressure has decreased in all districts, moderately at Shanghai and slightly elsewhere.

The depression which lay over the Sea of Japan yesterday is now central over Mid-Japan.

The depression over China has deepened. It is now central to the north-west of Shanghai.

Hongkong, rainfall for 24 hours ending at 10 a.m. to-day, 0.02 inch. Total since 1st January, 58.13 inches, against an average of 37.44 inches.

The forecast for the 24 hours ending at Noon to-day is as follows:

District	Forecast.
Hongkong & Neighbourhood	S. to S.W. winds, fresh, squally; fair to showery.
Formosa Channel ...	The same as No. 1.
South Coast of China between Hongkong and Lamocks.	The same as No. 1
South coast of China between Hongkong and Haimun	The same as No. 1.

CHINA COAST METEOROLOGICAL REGISTER.

27TH JUNE, A.M.

Station.	Hour.	Pressure at Sea Level.	Temperature.	Humidity.	Wind Direction.	Wind Force.	Weather.
Vladivostock	6 a.	—	—	—	—	—	—
Namuro	5 a.	29.19	—	—	ESE	4	—
Hakodate	"	29.75	—	—	NNW	1	—
Tokio	"	29.61	—	—	NW	2	—
Kochi	"	29.60	—	—	—	0	—
Nagasaki	"	29.62	—	—	SW	4	—
Hiroshima	"	29.66	—	—	WSW	3	—
Oshima	"	29.77	—	—	—	0	—
Naha	"	29.81	—	—	SSW	5	—
Ishi'jima	"	29.78	—	—	SSW	2	—
Bonin Is.	"	29.91	—	—	SSE	6	—
Chefoo	6 a.	—	—	—	—	—	—
Weihaiwei	"	—	—	—	—	—	—
Hankow	"	—	—	—	—	—	—
Ichang	"	—	—	—	—	—	—
Kuikiang	"	—	—	—	—	—	—
Changsha	"	—	—	—	—	—	—
Shanghai	"	29.44	77	91	SSE	2	o
Gutzaff	"	29.43	75	5	S	4	o
Sharp Peak	"	29.77	81	78	S	4	b
Amoy	5 a.	29.78	80	2	SSW	—	b
Swatow	0 a.	—	—	—	—	—	—
Taihoku	5 a.	29.69	75	92	S	2	b
Taichu	"	29.68	77	—	S	4	b
Tainan	"	29.76	76	—	ESE	2	b
Koshun	"	29.76	14	—	W	4	o
Pescadores	"	29.74	79	—	SSW	6	b
Canton	6 a.	29.69	71	91	SSW	2	o
Hongkong	"	29.69	80	65	SW	4	o
Gap Rock	"	29.70	—	—	SSW	5	c
Macao	"	29.65	79	92	SSW	4	r
Wuchow	9 a.	—	—	—	—	—	—
Lamkow	"	—	—	—	—	—	—
Pakhoi	"	—	—	—	—	—	—
Paulsen	0 a.	29.54	77	84	SSW	7	o
Touraine	"	29.71	82	—	SSW	2	b
Cape St. James	"	29.60	77	—	WSW	2	b
Aparri	"	29.78	77	92	W	2	b
Dagupan	"	29.78	77	94	SE	1	o
Manila	"	29.81	75	96	E	1	o
Legaspi	"	29.81	77	92	WSW	1	b
Tacloban	"	29.82	77	94	—	0	o
Iloilo	"	29.81	77	92	—	0	o
Surigao	"	29.84	77	92	—	0	o
Labuan	"	29.83	76	94	N	1	b

T. F. CLAXTON, *Director.*

1. BAROMETER, reduced to 32 degrees Fahrenheit, on the level of the sea in inches, tenths and hundredths.

2. TEMPERATURE, in the shade, in degrees Fahrenheit.

3. HUMIDITY, in percentage of saturation, the humidity of air saturated with moisture being 100.

4. DIRECTION OF WIND, to two points.

5. FORCE OF WIND, according to Beaufort Scale.

6. STATE OF WEATHER, b blue sky, c detached cloud, d drizzling rain, f fog, g gloomy, h hail, l lightning, o overcast, p passing showers, q squal, r rain, snow, t thunder, v visibility, w dew (wet).

7. RAIN in inches, tenths and hundredths.

THE IRISH REBELLION.

SIR MATTHEW NATHAN'S DRAMATIC STORY.

WARNINGS OF REVOLT.

"Why did not the Government put a stop to the seditious activities of the Sinn Fein organisation long ago?" This is a question, remarks the *Daily Telegraph* of May 10, which, quite naturally, has agitated the public mind ever since the outbreak of rebellion on Easter Monday made Ireland the scene of armed strife, bloodshed, and destruction. The veil has now been lifted, and the policy which guided the Irish Executive in its treatment of the movement in support of insurrection stands fully revealed.

This disclosure was made at the first sitting of the Royal Commission appointed to inquire into the Irish revolt, which was held last month, at the Royal Commissions House, Westminster. Lord Hardinge, who presided, was accompanied by his two brother commissioners, Mr. Justice Shearman and Sir Mackenzie Chalmers, late Under-Secretary to the Home Office.

SIR MATTHEW NATHAN'S EVIDENCE.

The first witness—and one of the most important of the whole number to be called—was Sir Matthew Nathan, who resigned only a few days ago the office of Under-Secretary for Ireland. Sir Matthew had prepared for the information of the Commission, obviously with great care, a great volume of evidence, which told the full story of the insurrectionary movement, of the steps taken to deal with it, and of the warnings which immediately preceded the outbreak. It formed a remarkably interesting narrative of events in Ireland for the past two years or so, during which time the rebellious movement was being systematically fostered by disloyal persons, and preparations were made more or less openly for a revolt when a favourable opportunity presented itself.

Witness, who gave his evidence in a very clear manner, declared that the insurrection was the work of the Irish Volunteers, the Citizen Army, and the Irish Republican Brotherhood. The number of Sinn Fein Volunteers—applying this general description to those members of different bodies who took up arms—at the date of the rising was, according to the police estimate, about 15,200, of whom some 12,850 were in the provinces. He showed that the movement was fairly well supplied with money, and emphasised the fact that the Irish Republican Brotherhood was in close connection with the Clan-na-Gael organisation in America, from which it received funds.

A large part of the money available to these "anti-British organisations"—as Sir Matthew termed them—was spent in maintaining seditious newspapers and in the payment of travelling organising instructors whose work formed "one of the most important elements in the Irish Volunteer organisation."

DISLOYAL AND SEDITIOUS.

As long ago as the end of 1914, it appears, a part of the Irish Volunteer organisation had shown itself to be disloyal and seditious. What did the Government do? Sir Matthew's answer was that the proceedings of the organisation were carefully watched, and steps were taken to prevent civil servants belonging to the Irish Volunteers. A number of Government servants were actually dismissed on account of their membership, and in this respect, he claimed, a consistent policy was pursued. In the case of seditious newspapers and other publications, however, the action of the authorities was not so uniform. "Prominent members of the Irish Parliamentary party," he remarked by way of explanation, "were strongly against newspaper suppression." Yet he showed that many of these organs were highly seditious, and that when one went under—some of them seem to have had but an ephemeral existence—another took its place.

No complaint whatever can be made against the witness of any lack of frankness in disclosing the warnings which Government received immediately before the insurrection. The Government had considered it of primary importance to prevent the Irish Volunteers becoming a military danger. But until three days before the outbreak there was no definite proof of any connection of the anti-British party in Ireland with a foreign enemy. "If there had been disarmament," said Sir Matthew, "there would have been bloodshed, and though probably it would have been small in amount as compared with what occurred, it would have been represented as resulting from arbitrary and unprovoked action, and would have been difficult to defend." On Easter Sunday a consultation was held at Viceregal Lodge, and various alternatives were discussed. The arrest of the leaders, whose association with a foreign enemy had now been sufficiently proved, was decided upon.

On the following day, as all the world knows, the storm burst.

POLITICAL REASONS.

The most remarkable part of Sir Matthew's evidence was reached when it came to the turn of Mr. Justice Shearman to question him upon his statement. For ten minutes the proceedings were crowded with interest, and a flood of fresh light was thrown on the policy of the Executive, which it was, of course, the duty of the witness to carry out. Sir Matthew was asked why the law in regard to a licence to carry arms was not enforced in Ireland as it was in England. "When arms were being carried for obviously illegal purposes," he replied, "it was thought that it would be dealing with the difficulty in rather a trifling way to ask for the production of a gun licence." Another series of significant questions and answers was as follows:

"Is there no statute in Ireland preventing armed drilling for illegal purposes?—There is a statute against illegal assembly.

"There is no statute which enabled you to arrest people drilling with weapons unless you could prove they were for a seditious purpose?—We were not deterred from taking action by the absence of statutory powers."

In reply to a letter about the Defence of the Realm Act, the adjutant-general stated that the Irish Volunteer movement had been active of late, especially in Dublin, but he did not believe it meant insurrection. He did not think that the Volunteers had sufficient arms to make it formidable.

The three members of the Commission took it in turn to cross-examine Sir Matthew.

"What organisation," asked the chairman (Lord Hardinge), "existed in Ireland for obtaining information as to what goes on in the country, or outside it?"

Sir Matthew paused for some time before he replied. Then he said, "It is rather doubtful if this particular question can be answered—er—in—public."

The Chairman persisted: "Have you any organisation apart from the actual police organisation?" he asked.

"Yes," said Sir Matthew, and proceeded to speak of a special crime department of the Royal Irish Constabulary, of the detective force, and so forth. The constabulary had decreased since the commencement of the war, when men enlisted.

And their vacancies were not filled up?—No.

Why? Because of economy, or what?—No; because the general state of Ireland was—[a pause]—peaceful. Besides, we thought if the numbers were increased it would interfere with the recruiting authorities in getting men.

The decrease was about 2,000, was it not?—The exact number was 1,231 "wanting to complete establishments."

It seemed that the strength of the constabulary ten years ago was 15,000. The strength "up to March 31st" was 9,302.

Then Mr. Justice Shearman took the witness in hand in the very best manner of his old K.C. days. The judge was smiling, suave, but persistent. Sir Matthew, on the other hand, was extremely nervous. His hands and his voice shook, and many of his answers were given in so low a tone that it was difficult to make head or tail of them.

The judge began with the police reports—How were they dealt with?—I dealt with them entirely on my own initiative, unless there was something very important which the Chief Secretary should see.

Is it the custom to send everything to him?—It is the custom to send all papers which would be interesting for him to read—possibly seven or eight police reports a day.

If he is not there, do you consult the Lord Lieutenant?—I would give him information of anything I thought important.

He would have no veto on your action? (No reply.)

"What I want to get at," said the judge, leaning forward in quite a caressing manner, "is if there is any workable system."

"Well," again the witness paused, "all I can say is that the position of the Lord Lieutenant has varied a great deal from time to time."

"So that," said Mr. Justice Shearman, laughing, "is all you can tell me about it? Ordinarily, you would not consult the Lord Lieutenant beyond telling him what you are doing?"

That is so.

REPORTS TO MR. BIRRELL.

All these accounts of risings, etc., you would regularly pass on to the Chief Secretary? How would they be sent to him?—In bulk, generally, by post.

They would be available to the authorities over here?—Yes.

As to the military side, did General Friend, the officer commanding in Ireland, come to see you every day?—Not every day, but very frequently—probably twice a week.

Were there many special conferences held between the military and the civil authorities to decide what course should be taken in the event of trouble?—The witness replied in the affirmative, and handed in a number of minutes of conferences which had been held.

And so far as you are concerned, when you pass on these reports to your principal that finishes the matter?—Not necessarily, sir. There *might* be action to take.

Again the judge smiled. Now (he continued) I want to know this: What was the *modus operandi* of communicating with the Chief Secretary?—I would send on papers and minutes. One bag or two bags used to be sent on to him every night.

Your letters to him were marked "private?—Yes.

The judge next turned to the section of Sir Matthew's report which dealt with the formation of brigades of women for Red Cross work and their training for war. "That," said he, "seems to point to an obvious situation. The war for which they were training must have been war between Irishmen. I don't know whether you have the actual reports which show all about these camps. Later on, apparently, the men were conducting sham fights, and a sham attack upon Dublin Castle. Was not it quite obvious that they proposed later a real attack upon Dublin Castle?"—"I agree," said Sir Matthew.

"That was brought home to you—the fact that they were preparing to fight on Irish soil against the supporters of England if they could get the opportunity?"—"Originally," remarked Sir Matthew, "the movement was an answer to the Ulster movement."

What action was taken in reporting this to the Chief Secretary? Was there any special communication about it?—The Chief Secretary was fully aware of it.

The camps and the training of women for first-aid work, the sham fights, and the sham attacks on Dublin Castle?—Yes, sir.

When did that sham attack on Dublin Castle take place?—On October 6th, 1915.

You informed the Chief Secretary of it?—Yes.

And as far as you know that did not lead to any special precautions being taken as to further arming the Castle against eventualities?—No.

"Were you there at that sham fight?" asked Sir Mackenzie Chalmers innocently—"No, sir," replied the Under-Secretary.

Mr. Justice Shearman—Whose business would it be to disperse the attacking army in this sham fight?—The Dublin Metropolitan Police.

Did not it strike you at the time as rather an extraordinary thing that these people should be permitted to make a mimic attack upon Dublin Castle and nothing done about it?—"Of course," explained the witness, "we were accustomed to all sorts of operations in Ireland."

"But," persisted the judge, "did not it strike you as *getting rather too near home*? Eh?"—"I thought it undesirable," replied Sir Matthew gravely.

"Really! Didn't you think it rather more than undesirable? Now *didn't* you think that?"—The witness shook his head. "I didn't think it to be a forerunner of a real attack, unless—unless—"

"Well, unless what?"—"Unless under the circumstances of an armed landing."

"LEAVE IT ALONE" POLICY.

The Chairman—Then, Sir Matthew, you didn't regard this sham attack upon Dublin Castle as a dress rehearsal for the real thing?—No, I didn't.

And yet you—— Lord Hardinge did not complete his sentence. Now, let me ask you one more question (he added): Was it a fact that no notice was taken of this sham attack in accordance with the general line of policy—I won't say whether it was the right line or not—laid down by those in responsible authority?—That is so.

That no notice should be taken of any of these mimic military operations? Is that so?—No.

And that a free hand should be given to any of the Irish Volunteers to behave as they liked, provided they didn't go to actual extremities, such as taking life?—No reply was forthcoming to this.

It was thought that this rising would never succeed (said Mr. Justice Shearman) and that it would all blow over without any bloodshed?—That is so.

Whereas, forcible disarmament might lead to very serious trouble?—Yes.

And the policy that was adopted was—"leave it alone in the hope that it will result in nothing?"—In the belief (replied the witness) that it would lead to nothing and also with the belief that action against the Irish Volunteers would result in alienating the great bulk of the Irish people.

Sir Matthew mentioned the number of Civil Servants he knew who had been dismissed for disloyalty to the Crown. Out of between 2,000 and 3,000 he knew of only seven or eight. Many more had expressed "a pious dislike" to England and all her ways, but this mere pious expression would not necessarily cause their dismissal.

Lord Midleton said that in November, 1915, he took the main question up with Mr. Birrell, strongly urging that the Sinn Fein Volunteers should be disarmed and not permitted to parade. Further, he urged the Chief Secretary to bring to account certain individuals who had made seditious speeches. To this Mr. Birrell said, in effect, that the Sinn Fein organisation and drilling were to be laughed at and not taken seriously. To take notice, he said, of speeches made by crack-brained enthusiasts and priests would only halt the slow growth of loyalty in Ireland. He seemed to fear that bombs might be used, but he put aside any idea of revolution or general trouble. In his idea suppression, or the attempt at suppression would do more harm than good, and he added very expressively, "I laugh at the whole thing."

THE PREMIER WARNED.

Finding the Chief Secretary unwilling to rise to the occasion, Lord Midleton tackled the Under-Secretary, Sir Matthew Nathan. Sir Matthew took a more serious view.

"He told me that Ireland was going downhill; that Sinn Feinism was edging out Mr. Redmond; that the Sinn Fein Volunteers were doing much mischief; that the younger priests were becoming very extreme, and that the whole position required the most careful watching. I concluded that Sir Matthew Nathan was powerless, as the Chief Secretary had decided to do nothing."

Other interviews with other people followed, and eventually Mr. Birrell suggested that he should go over to Ireland and have a talk with General Friend, who was in command of the forces there. At this talk Mr. Birrell declared that Mr. Redmond and Mr. Dillon were both against urging strong measures. "Mr. Birrell assured me he was convinced there would be no armed rising; and I told him frankly I thought he was pursuing a very dangerous course."

Still hammering away, Lord Midleton sought and obtained an interview with the Prime Minister on January 26th, 1916. The position, he assured Mr. Asquith, was regarded with the greatest concern not only by Unionists but by all who wanted to avoid trouble in Ireland.

Mr. Birrell was still being urged "to do something," but his final letter on the subject to Lord Midleton was no more encouraging than his first interview. "I am more alarmed," he wrote, "at the possibility of bombs and isolated acts of violence than any concerted action."

MR. REDMOND IN DANGER.

On March 6th the witness interviewed the Lord Lieutenant in Arlington-street, and again "rubbed it in."

"What was the result?" asked the chairman.

"The general trend of his conversation showed me that he was most anxious to

(*Continued on next Column.*)

DAYLIGHT SAVING AND TWINS.

LORD BALFOUR'S CURIOUS ARGUMENT.

In the House of Lords, on the motion to go into Committee on the Summer Time Bill, Lord Balfour of Burleigh said he wished to register his protest against the measure, which he was unable to do on the second reading. It was the most ridiculous and absurd measure ever produced. He prophesied that it would impose a very serious burden upon working women, whose rest would be curtailed, and create difficulties for agriculturists. It would have unforeseen results in other directions. Supposing on the night in October when the clock was to be put back an hour an unfortunate lady was confined of twin children. If one was born ten minutes before one o'clock and the second child saw the light after the clock had been put back the registration of the times of birth of these two children would be reversed, and the younger would be recorded as having been born 50 minutes before the first-born. (Laughter.) Unless a remedy were found it might make great differences in regard to estates and property, and even titles might be affected. (Laughter.)

Earl Russell believed that a summer's experience of the bill would lead to its being made permanent, and said if the strongest argument against it was the exceptional case of the midnight twins the opposition to it would not be serious.

The Marquis of Lansdowne thought the majority of people whose opinion was by no means negligible held a contrary view to that expressed by Lord Balfour. It might produce a certain amount of inconvenience at first, but both the Scotch and the English Boards of Agriculture were in favour of it. He was inclined to think that after the experiment had been tried people would by no means be inclined to go back to the old order.

CURE BY STARVATION.

NEW TREATMENT OF DIABETES.

A new treatment of diabetes was described to the Royal Society of Medicine last month (says *The Daily Mail's* medical correspondent). A preliminary day or two of almost complete starvation is the first essential, Dr. O. Leyton, who opened the discussion, explained.

For a day or so previous the patient is put on a diet wholly free from fat, then comes the starvation period, and then he is allowed a small amount of vegetables which contain only a small percentage of starch. Next an egg is added, then meat and more vegetables, and, finally, if no signs of a relapse are noted, such articles as white bread, potatoes, and even sugary foods are allowed. If signs of the disease reassert themselves the patient is given a twenty-four hours' complete fast, or, in a less severe case, is cut down to half rations.

Just why this new treatment should interrupt the course of this hitherto very intractable disease Dr. Leyton was not able to explain. Nor could he vouch for the permanence of the "cures."

deal with some of the ringleaders, but that he was unable to move further owing to the general attitude of the Government towards Ireland."

On April 14th Lord Midleton bearded Sir Matthew Nathan in his own den in Dublin Castle. He brought forward the constant drilling of the Sinn Feiners, their arms, and the money they had received from abroad (particularly from America). "I said, 'The Irishman is the worst man in the world to run away from, and I am informed that the effect of the inaction of the Government so far as it affects the Nationalist Party is that at this moment if there is a general election Mr. Redmond would hardly carry a single seat in Munster.' I had been informed on the best authority," added Lord Midleton, "that Mr. Redmond, whether he knew it or not, was in great danger of his life. By this time Sir Matthew was quite alive to the fact that he was dealing with desperate men." Six days before the outbreak of the rebellion I had a final interview with the Lord Lieutenant. I gave him the gravest warnings in my power."

LORD WIMBORNE'S EVIDENCE.

Lord Wimborne, the Lord Lieutenant, complained, at the beginning, of the absurdity of a situation in which the Lord Lieutenant always had to rely upon the Press for his information as to the doings of the Administration.

Lord Wimborne said he had always been of the opinion that the number of soldiers in Ireland was quite inadequate. At a conference at the War Office in 1915 he strongly pressed for reinforcements, and strongly opposed the suggestion that the artillery should be withdrawn. As to the police—well, the Secretary for War was very eager to get more recruits for the Irish Guards. On March 23rd, after several interviews, he pressed Lord French to send a division to Ireland; but the War Office objected to this on the ground that it would delay training.

"What always worried me," said the Lord Lieutenant, "Was that we had not enough troops in Ireland in case of internal trouble. Mr. Birrell, too, was continually pressing for more troops in Dublin, not merely for recruiting purposes." Up to the end of 1915 the Sinn Fein movement was more or less negligible, but from the beginning of the present year things began to assume a serious form, culminating in the upheaval which eventually came to a head on Easter Monday. Like all the other witnesses, Lord Wimborne gave his own account of this; it was by far the liveliest of the lot. He declared that up to the very eve of the rising he had been urging and urging again the immediate arrest or deportation of the leaders.

"If you stir up the hornets' nest," he wrote to Mr. Birrell, "and leave the hornets there, it will be of no earthly good." He implored the Chief Secretary to "write and ginger up Nathan." He heard a rumour that the Castle was to be attacked, and wrote suggesting that the guard (a few men only) should be strengthened. Then suddenly came the whirlwind.

THE NEAR EAST.

GREECE'S POLICY.

I have had many opportunities within the last few days, says the London correspondent of the *Pioneer*, of discussing the position of affairs at Salonika with Serbian officers who came here in the suite of the Crown Prince as well as with a member of the Greek Parliament now in London. The latter gentleman is bitterly opposed to the policy of the King and maintains that the majority of his countrymen feel humiliated at the betrayal of the Serbs. Personally I think the King was between the devil and the deep sea. Had we been in a position to have landed 300,000 men (by "we," I mean the French and ourselves) we should have saved Serbia and shortened the war. As it is, Serbia is now a mass of ruins and thousands of her peasantry are exiles on Italian and Greek soil. The Serbian Army is reduced to about 150,000 men instead of the 450,000 which existed twelve months ago. These hardy warriors, inured to campaigning, have had three months' rest at Corfu (and are now at Salonika). It is anticipated that they will take up their position midway between the French and ourselves and when the final advance is ordered they will be permitted to have the place of honour in the attack on Monastir. They know the country well, for it was the Serbian Army which drove the Turks out of Monastir at the commencement of the war of 1912, and they inflicted a series of crushing defeats on the Bulgars at Bregalinitza when their late Allies so treacherously attacked Serbia and Greece in June, 1913.

THE SUBMARINE BASES.

The Isles of Greece and the tiny harbours of the mainland have been made bases for German submarines, and English ships and lives have been lost by the attacks of submarines which have been able to keep the sea by means of petrol furnished by Greek merchants and more or less openly stored in Greek harbours. From Corfu in the west, to Thasosrin the east, a whole chain of these depots is known to have existed. Some have been discovered; others have still to be found. The occupation of a number of the islands and systematic searching of the mainland harbours have to a certain extent crippled the action of the German submarines, and now the insolent claim is made by our enemies that these same pirates have the right to enter a neutral port, remain unmolested for 24 hours, and fill up with petrol from neutral sources. Such a preposterous claim was never urged before. It has been abundantly proved that these same submarines have violated every law whether merely international or the laws of humanity; and yet they claim to be permitted to carry on their murderous careers unchecked. Such a claim is clearly quite inadmissible, and unless Greece absolutely declines to discuss the question she will find that the Allies will be compelled to take very strong action to bring her present Government to its senses.

GREECE'S AIMS.

The tour to the Allied Courts now in progress by Prince Nicholas, brother of King Constantine, has, I believe, been undertaken with a view to ascertaining from England, France, and Russia what territorial compensation will be given, not promised, to Greece as the price of her alliance. I am told that Greece demands the immediate cession of Cyprus and of islands now in possession of Italy, and the promise of the reversion of Smyrna and a considerable tract of territory on the neighbouring coast, including the harbour of Iskanderun, and as far inland as Aidin. I need scarcely say Italy was not likely to look favourably on this suggestion, but I believe that the Prince went away confirmed in the belief that the cession of Cyprus might be arranged under certain reservations. With the probability of our being under the necessity of landing troops at Alexandretta and Messina, it would, however, be the acme of folly to allow Cyprus to pass into other hands until the conclusion of the war, for it is well-known that all along the coast of Asia Minor there are depots for submarine supplies, which supplies find their way down from Constantinople, at times by the railway, at others by sailing craft which steal along the coast. These craft are in many cases owned by Greek subjects and the supplies are the property of Greek merchants, who are reaping a large fortune out of this contraband trade. The activities of our fleet in the Mediterranean are largely taken up with searching out the lurking places of the submarines, and considerable success has been gained in discovering them.

RUMANIA'S POSITION AND THE RUSSIAN ADVANCE

A telegram from Bukharest, dated June 9th, says that the newspaper *Jurjefu* states that the Bulgarian military authorities in Rustchuk on the morning of June 8th notified the Rumanian Consul that the port would be closed to passengers and goods from Rumania until new arrangements are made. The newspaper *Rumania* writing about the military position, remarks that undoubtedly the Russian advance, after many months of careful preparation, is of much importance owing to the fact that it is made along the Rumanian frontier, indicating the intention of the *Entente* Powers to give Rumania the opportunity of realising her ideals.

News from Turseverin states that notwithstanding the silence maintained by the Austro-Hungarian Press concerning the rout of the Austro-Hungarian forces in Volhynia, Galicia and Bukovina, this news has spread through the whole Monarchy, causing general depression. In Segedin and Temeshvar large crowds have gathered in front of the military headquarters, waiting apprehensively to hear the result of the fighting with the Russians.

A CHANGE FOR THE OUTER PEOPLES.

MOBILIZATION OF FINANCE.

WORLD-WIDE BRITISH RESOURCES.

[FROM A CORRESPONDENT TO "THE TIMES."]

Cecil Rhodes was the greatest man of his time. Although he lived and worked in South Africa, he stood for the British Empire in the eyes of the world as no man had ever stood. He was a statesman and Prime Minister. But, first and foremost, he was a doer of things and a creator of wealth. Other men talked about doing, or wrote economic treatises. He devoted himself to the development of a nation's resources before your eyes. He re-created the diamond fields, left deep impress upon the goldmines, annexed a vast territory for us, and, by way of showing the people of those countries just what could be done, became the greatest railway builder, landowner, irrigationist, cattle-breeder, and fruit farmer of them all.

If Rhodes were alive to-day he would hardly be well pleased. I can picture him, in that room of his at the Burlington Hotel, pacing the floor, pouring out his words, telling us just those home truths which we ought to be told. Brushing military matters aside, Rhodes would tell us that this was a war of economics, a war of national resources. Displaying a map of the world, he would point to Germany—a compact but smallish patch—and then, with angry, flashing eyes, to the immense red-coloured aggregate of the British Empire, that forms a quarter of the globe.

"Do you consider," he would shout, his voice rising to that almost falsetto it reached when excited, "do you consider you are getting one-half the value from the Empire which you ought to get? This is a war of commodities. Has the Empire organized its commodities? This is above all a war of money. Have you organized the Empire's money? There are several millions of Britons in foreign countries. Have you organized *their* money? Don't blame the Empire. Don't blame the overseas. If you don't tell them the truth, how are they to know it?

"What they do know is that you want men. They have sent them. What they don't know is that you must have money, that you will be in peril without, and that only money can win this war. The money position is going to be critical, and we must have every Briton in the world saving from now on. You needn't be afraid about the Germans knowing. They have known about it for months. So you can just cable off in plain English and take the Empire into your confidence."

OUR FINANCIAL RESERVOIR.

When war broke out the self-governing colonies applied for, and received, big loans from Great Britain. The Colonial troops were sent to the war on these loans. But later, when Britain began supporting the Allied nations to the extent of £1,000,000 a day, it was seen that the richer colonies must finance themselves. Canada then raised an internal loan. This she followed up by placing £10,000,000 to our credit over there. A still further loan has been successfully placed in New York, while other internal loans have been decided on. Australia has recently raised internal loans. These were successful, as was to be expected of a community whose bank deposits average £50 a head. Her resources, strengthened by the high prices received for her wool, and her exports of food, must be still appreciable. New Zealand is also a wealthy community, and while the war lasts may be expected to finance her own share in it.

These three, then—Canada, Australia, and New Zealand—are the self-financing Dominions; and while it is the duty of every Briton in the world, from now on, to save his money, and lend it to the Empire, it is the particular duty of Canadians, Australians, and New Zealanders to support the war loans by their own Governments. But we should reach all the Britons other than these. There are some millions of them spread over the world. They are, on the whole, an influential and well-to-do class. They have contributed generously to Red Cross funds, aeroplane funds, wounded soldier funds, and the like; but not one man or woman in fifty of them has been made to realise that the Old Country itself is soon going to be in dire need of every penny they can muster. In this category come the Britons in South Africa, in Newfoundland, in the Crown Colonies and Protectorates, in India, in Burma, in the Malay States, in Egypt and the Sudan; the two millions or more resident in the United States; the considerable communities in Argentina, Chile, Brazil, Mexico, and throughout Latin-America; those in China, Japan, Siam, Borneo, and other parts of the East; and those in Spain, Portugal, and Scandinavia.

THE CALL TO BRITONS OVERSEAS.

The message to these Britons overseas is simply this:—"While the Old Country is spending £5,000,000 a day to carry on the war, her people, at home and abroad, should be saving. If they don't save, in this war of exhaustion, they risk defeat." Bearing this in mind, they should forgo luxuries for the term of the war, marshal their finances, and lend them to Great Britain. Those living in the United States, can render even greater service. First, they can save. Secondly, they can convert their local stocks and shares, or other property, into cash. Thirdly, awaiting that not distant date when the exchanges may turn seriously against us, they can then send their cash to London, and so strengthen the exchange. And fourthly, they can enlist the financial sympathy of their neutral friends. If the urgency of our need were thus known throughout the Empire and to all Britons overseas, as it is not known, there would be a great response.

A few weeks ago I received a letter from Sarawak, in Borneo. The writer had been reading a pamphlet about the money danger. He said that the British community there had no knowledge about this, and asked for the fullest information. A letter has been passed on to me that came from Octacamund, the hill station of Southern India. A retired colonel wrote about the money position, hungry for information, deeply anxious to do his share. Again, in this last week a letter came from Huelva, in Spain. The writer wanted pamphlets by return of post. These were sent him, and a further stock for those British living at the not distant Rio Tinto mines. From San Paulo, the second city of Brazil, an Englishman has written:—"No organized propaganda is being made among the members of the British community. So far as I know, all that is being done is by bank managers, in a spasmodic manner, when consulted as to suitable ways to employ money." He goes on to suggest, in the most lucid and understanding way, just such an organizing as is here being sketched out.

(*Continued on next Column.*)

THE RIGHT SORT OF INVESTMENT.

To reach the overseas Britons, to place the money question before them, and to enlist the sympathy and practical help of a very great number, is only a matter of organization and of action. The first thing is to be able to place before them the right sort of investment for their money. It should carry 5 per cent. It should be redeemable locally, when due, and should be due at a reasonably short date. It should be free from income-tax. The present Exchequer bond seems to fulfil most of these requirements, and we may hope that the Chancellor of the Exchequer, for the purposes of such "overseas" propaganda, will see fit to add these modifications. Such bonds, duly created, should be brought to the notice of every Briton overseas. The reasons why he should invest in it should also be explained to him. Innumerable channels for reaching him exist. First of all there are the cables. The London correspondents of the Empire's Press may be expected to render valuable help, while Reuter's Agency have specially promised assistance. There are the Colonial Governors, Commissioners, and Postmasters. There are the British Ministers abroad, the Consuls, and Consular agents. There are the many British banks abroad, the insurance companies, and the British owned railroad and steamship lines. There are our great corporations in foreign countries, like the Anglo-Persian Oil Company, the Bombay-Burma Company in Siam, the Shell Company in the Dutch Indies, the nitrate companies of Chile, the land companies in the Western States and in the Argentina, and big mines everywhere, too numerous to mention. There is the Overseas Club, with its 130,000 members, and the Patriotic League of Britons Overseas. Our financial appeal ought to go out with every bill of lading, every trade circular, and every newspaper; and last, but not least, it should be enclosed in every letter which is sent abroad.

ASSURED RESPONSE.

There is no doubt at all but that our people overseas would respond. State the case frankly to them, and they will not fail us. We can rely on them to send their money, fortifying us, and strengthening the exchange. Such an appeal would give them an opportunity of helping in our need, and would make them feel that they could do something for us. Nor would these effects be confined to the British-born. The appeal would have a subtle influence upon those other millions who share our Empire. There are great reservoirs of loyalty which we have not yet begun to tap. The Anglo-Indians in the Empire are not a wealthy class. Yet they are capable of real sacrifice. The wealthy Parsee community ought not to be overlooked. The large Chinese communities in Hongkong, Singapore, Penang, Rangoon, and the Malay States are not only well off, but realize just as acutely as we do the advantages of political freedom and stability. I have met Arabs and very many black men in the depth of the tropics for whom the Empire has a meaning. There is in fact untapped wealth in the hands of coloured races all over the Empire—many hidden wells, too, of quiet loyalty. We should at least be able to devise methods of putting both of these to the test.—*Times* (Empire Day).

OLD CARAVAN WAY IN ASIA.

CHINESE SILK ROUTE.

Sir Aurel Stein has reached London, reports a London daily of May 27, on the conclusion of a two and a half years' journey through Eastern Turkestan, Westernmost China, the Pamirs, Russian Turkestan, and the Persian-Afghan border, a journey which involved over 11,000 miles of marching. Of his discoveries Reuter's Agency furnishes some details.

Sir Aurel followed a line of march to the Pamirs which took him across Darel and Tangir, a territory in the Hindukoosh, never before visited by Europeans. The visit was made possible by the chance that Pakhtur Wali, an exiled chief from Chitral, who had carved out for himself a new kingdom there, was then endeavouring to consolidate it by getting into friendly relations with the Government.

In Chinese Turkestan, in the Taklamakan desert, there still stood a large ancient orchard showing with much clearness the elaborate arrangement of fruit trees and vines carried over trellis, all dead. The settlement had been abandoned close on 1,700 years ago, and the river which once carried water to it now loses itself in the sand at a very great distance.

Perhaps his most important discovery was the tracing of the ancient route through the Lop desert and of the numerous ruins along that part of it which lay through a dried-up ancient delta. It was by this route that the ancient Chinese conveyed all their silk to Central Asia and the far-off Mediterranean. The numerous pieces of exquisite Chinese silks and brocades found in the cemeteries will open up a new chapter in the history of textile art.

In that part of the desert which was waterless in ancient times for a distance of some 150 miles he was able with accuracy to trace the route of the ancient caravans by finds of coins and other small objects accidentally dropped. In one place the direction in which a convoy had moved was clearly marked by hundreds of copper coins strewing the salt-encrusted ground. They had probably dropped from a load during a night march and had remained untouched for at least 1,600 years.

THE TRENTINO BATTLE.

GRAPHIC STORY OF THE ATTACK.

The *Corriere della Sera* published the first independent account of the Trentino fighting, as follows:—

The Austrians have opened a breach in the wall of defence which we had won by heavy sacrifices beyond our frontier. They have beaten with a hurricane of fire upon our Alpine line at its most delicate point, striving with desperate fury to penetrate into Italian territory. This is the hardest moment of our war; it is also one of the most bitter and violent assaults of the whole European war.

The battle rages furiously. The Austrian attack is being made with colossal forces in the narrow zone between the Adige and the Val Sugana. The enemy had assembled 14 divisions of his best troops. An Austrian officer who was taken prisoner said:—

"You are not far from the truth in reckoning that there are three hundred thousand men against you. These comprise the armies of Dankl, Koevess, and the Boroevic, and these armies are served by unlimited artillery. More than two thousand pieces are raining on a 25-mile front projectiles of all calibres."

On Sunday morning (May 14) three shadows approached the Italian trenches. As they advanced they were recognized as Austrian Slav deserters. They said:—

"The attack has been ordered to-morrow. The bombardment will last from dawn to 6 p.m., when the infantry will attack."

The information was exact. A bombardment of incredible violence began. Aeroplanes regulated the fire of a 15in. naval gun, which sent five projectiles on the town of Asiago. After the bombardment had ceased the first infantry attack came. The troops attacked *en masse*, and at the same time attacks were made from the Adige to the Val Sugana. Four onslaughts were made on Zugna Torta. Our machine-guns cut down the blue masses of men; the wire entanglements were heaped with dead. The bombardment had destroyed all the first-line trenches. The infantry then hurled itself against the advance posts of the Val Terrangnolo. The Alpini, deafened by 12 hours of bombardment, defended every foot of the ground, fighting always in snow. Three terrible bayonet counter-attacks lacerated the Austrian lines, but the assailants were innumerable, and no help could come, as the entire front was in action. The Alpini who remained, so few in number, threw themselves on the enemy again, permitting the retirement of the main body to the line running from Malga Milegna to Soglio d'Aspio. Even here there was one avalanche of fire. The enemy artillery had been pourring explosives on these positions for 10 hours. The enemy infantry here attacking were annihilated and the enemy dead fill the valleys, but fresh troops swarmed up from all parts.

Night fell on the first day's slaughter.

GRECO-ITALIAN ANTIPATHY.

ATHENS CORRESPONDENT'S VIEWS OF THE CAUSES.

A correspondent writes from Athens to the *Nieuwe Rotterdamsche Courant*:—The Greeks received the occupation of Corfu by the Allies quietly. Even if this occupation was not so easy to defend theoretically, it was generally recognised that practically it was easily explained. The arrival of twenty Italian soldiers suddenly brought a change in their attitude, and it is now not only the Government papers that protest, but the whole Venezelist Press. All the papers hoping for an ultimate victory of the Entente have joined in the protest.

The Greeks used to consider the Italians as their brothers. There was so much in the history of Italy to remind the Greeks of their own. In the face of such sympathy, a peaceful co-operation ought to have been possible. But the Italo-Turkish war wrought a complete change. In that war the sympathy of the Greek nation for the sister nation ran high. The Italians acted as the liberators of the oppressed Greek nation. Athens enthusiastically greeted the conquest of the Twelve Islands. No less was expected here than that Italy would after the war generously cede to the mother country the islands exclusively inhabited by Greeks. This hope was bitterly disappointed. The Italians kept Rhodos and the other islands.

From that time the Greeks have realised that the interests of Greece and Italy clash, instead of running along the same line. It was Italy that resisted the incorporation of Northern Epirus; it was Italy that broached the question of the Corfu Canal. It is, therefore, not surprising that the Greeks view an Italian occupation of Corfu with far different eyes than they did a French or British occupation.

CHURCH AND LABOUR.

BISHOP OF LONDON'S PLAIN WORDS TO THE CLERGY.

"The first message of the Church to the nation is that it must not listen for one moment to a patched-up peace," said the Bishop of London to the London Diocesan Conference last month.

If people thought he was going about the country preaching when there was an open sewer in London they were very much mistaken. He had yet to learn what good the Church was if it would not tackle the question of kinema shows for children and the fact that music-halls were known to be places of assignation.

"Why is the Church of the Carpenter entirely disregarded by the carpenter to-day?" asked the bishop. "We have no influence whatever in the world of labour to-day. Is it the fault of the clergy? Are we a living and harmonious brotherhood for the world to see?

"I ask you to be content with nothing less than a new nation, a new Church, and, last, a new world."

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STEAMER	FROM	EXPECTED ON OR ABOUT	WILL LEAVE ON OR ABOUT	FOR
TJILATJAP ...	BALIKPAPAN & JAVA		30th June	KOBE
TJIPANAS	JAVA	4th July	11th July	SHANGHAI
*TJIBODAS ..	KOBE	8th July	10th July	BATAVIA
*TJIKINI	SHANGHAI	July	14th July	BATAVIA
*TJIMANOEK	JAPAN	17th July	20th July	BATAVIA

* Wireless Telegraphy.

The Steamers are all fitted throughout with Electric Light and have accommodation for a limited number of Saloon Passengers. All steamers carry a duly qualified surgeon. Cargo taken at through rates to all ports in Netherlands India and Australia."

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Hongkong, 20th June, 1916. 8

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Hongkong, 27th May, 1916. [628

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Hongkong, 19th April, 1916. 723

SHIPPING

ARRIVALS.

CAVANBA, British str., 2,810, Selmes, 26th June—Manila 22nd June.—Order.
KATHLEEN, British str., 2,301, T. Ponting, 26th June—Moji 18th June, Coal.—Jardine, Matheson & Co.
KIRIN MARU, Japanese str., 3,703, T. Sasaki, 27th June—Singapore 21st June, Cotton.—Nippon Yusen Kaisha.
KUNGPING, Chinese str., 1,772, J. B. Howie, 26th June—Bangkok 20th June, General.—Order.
LOONGSANG, British str., 1,093, Knight, 27th June—Manila 24th June, General.—Jardine, Matheson & Co.
PERSIA MARU, Japanese str., 2,679, J. Maki, 26th June—San Francisco 27th May, General.—Toyo Kisen Kaisha.
SHANTUNG, British str., 1,560, J. Meatbrel, 27th June—Shanghai 23rd June, General.—Butterfield & Swire.
SINKIANG, British str., from Canton, 26th June.
TJILATJAP, Dutch str., 5,900 F. E. C. van Schermbeck, 27th June—Balik Papan 20th June, General.—Java-China-Japan Lijn.
TOSA MARU, Japanese str., 3,150, Takano, 27th June—Kobe 22nd June, General.—Nippon Yusen Kaisha.

CLEARANCES.

IN THE HARBOUR MASTER'S OFFICE.
June 27th.

KIRIN MARU, Jap. str., for Shanghai.
MORESBY, British str., for Saigon.

DEPARTURES.

June 27th.

ATSUTA MARU, Jap. str., for Shanghai.
CHINHUA, British str., for Manila.
CHIPSHING, British str., for Tientsin.
ESANG, British str., for Shanghai.
HAIHONG, British str., for Swatow.
HANOI, French str., for Haiphong.
JINJU MARU, Jap. str., for Canton.
SADO MARU, Jap. str., for Keelung.
SHANTUNG, British str., for Canton.
SINKIANG, British str., for Shanghai.

PASSENGERS.

ARRIVED.

Per *Shantung*, from Shaghai, for Hongkong, Mr. E. J. Dingle.

Per *Persia Maru*, from San Francisco, etc., for Hongkong, Mr. I. Akiyama, Mr. Isama Abe, Mr. Saml. C. Brown, Judge and Mrs. M Camus, Master F. Camus, Mr. M. Drevard, Mr. O. Garschagen, Mr. L. G. Jolly, Mr. and Mrs. Chas. E. King, Mr. James Logan, Lieut. H. Maruyama, Mr. Michael Nulty, Mr. E. A. Peck, Mr. L. Poui, Mr. Harold S. Reed, Mr. P. J. Vasunia, Mr. M. Yager, Mr. K. Yamashina, and Mr. A. K. F. Yap.

EXPECTED.

Per *Hiuchi Maru*, from London, for Hongkong, Mrs. L. Brazier, Master Brazier, Miss L. Rickards, Miss C. M. Saxild, and Mr. J. R. Carton.

LATEST STEAMER MOVEMENT.

The str. *Empress of Russia* arrived at Yokohama on Monday, the 26th instant, at 3 p.m., left Yokohama on Tuesday, the 27th instant, at daylight, and is due to arrive Kobe this morning.

NOTICES TO CONSIGNEES

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamer

"NELLORE,"

Arrived Hongkong on 22nd June, 1916, FROM LONDON, MALTA, PORT SAID, SUEZ, AND STRAITS.

Consignees of Cargo by the above-named vessel are hereby informed that their goods are being landed and placed AT THEIR RISK in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each Consignment will be sorted out Mark by Mark and delivery can be obtained as the Goods are landed.

This vessel brings on Cargo:—

From London, &c., ex s.s. "Mongolia."

Optional Goods will be landed here unless instructions are given to the contrary within 6 hours.

Goods not cleared within 8 days including date of arrival will be subject to rent.

No Fire Insurance will be effected by me in any case whatever.

Damaged packages must be left in the Godowns for examination by the Consignees and the Company's surveyors, Messrs. GODDARD and DOUGLAS, at 10 A.M. on MONDAYS and THURSDAYS. All Claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognised. No Claims will be admitted after the Goods have left the Godowns.

E. V. D. PARR,
Acting Superintendent.
Hongkong, 22nd June, 1916. [1

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Chartered Steamer

"CHAKRATA,"

Arrived Hongkong on 25th June, 1916, FROM BOMBAY AND STRAITS.

Consignees of Cargo by the above-named vessel are hereby informed that their goods are being landed and placed AT THEIR RISK in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each Consignment will be sorted out Mark by Mark and delivery can be obtained as the Goods are landed.

Optional Goods will be landed here unless instructions are given to the contrary within 6 hours.

Goods not cleared within 8 days including date of arrival will be subject to rent.

No Fire Insurance will be effected by me in any case whatever.

Damaged packages must be left in the Godowns for examination by the Consignees, and the Company's Surveyors, Messrs. GODDARD & DOUGLAS, at 10 A.M. on MONDAYS and THURSDAYS. All Claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognised. No Claims will be admitted after the Goods have left the Godowns.

E. V. D. PARR,
Acting Superintendent
Hongkong, 26th June, 1916 [1

VESSELS ADVERTISED AS LOADING

To ascertain the anchorage of any Vessels, the Harbour has been divided into Four Sections commencing from Green Island. Vessels anchoring nearest Kowloon are marked "k. nearest Hongkong "h," midway between Hongkong and Kowloon "m," and those vessels berthed at the Kowloon Wharf "k.w." together with the number denoting the section.

SECTIONS

1. From Green Island to the Harbour Master's. 2. From Harbour Master's to Blake Pier. 3. From Blake Pier to Naval Yard. 4. From Naval Yard to East Point.

DESTINATION	VESSEL'S NAMES	FLAG & RIG	BERTH	CAPTAIN	FOR FREIGHT APPLY TO	TO BE DESPATCHED
LONDON VIA USUAL PORTS OF CALL	NYANZA	Brit. str.	—	J. Gaunt	P. & O. S. N. Co.	On 30th inst., at Noon.
LONDON VIA SINGAPORE, MALACCA, PENANG, &c.	KASHIMA MARU	Jap. str.	—	Tabusa	NIPPON YUSEN KAISHA	On 5th July, at Noon.
LONDON VIA USUAL PORTS OF CALL	NELLORE	Brit. str.	—	A. M. King	P. & O. S. N. Co	On 13th July, at Noon.
LONDON & SWANSEA	CITY OF BOMBAY	Brit. str.	—		THE BANK LINE, LIMITED	On 22nd July.
MARSEILLES VIA PORTS	ANDRE LEBON	Fren. str.	—		MESSAGERIES MARITIMES	About 8th July.
DELAGOA BAY, DURBAN, EAST LONDON, &c.	KATHIAWAR	Brit. str.	—		THE BANK LINE LTD.	To-day.
MAURITIUS, & SOUTH AFRICAN PORTS	SALAMIS	Brit. str.	—	D. A. Gardiner	THE BANK LINE, LIMITED	On 16th Aug.
VICTORIA & TACOMA VIA MANILA &c.	HAWAII MARU	Jap. str.	—		OSAKA SHOSEN KAISHA	On 10th July, at 3 P.M.
VICTORIA, B.C., & SEATTLE VIA KEELUNG, &c.	SHIDZUOKA MARU	Jap. str.	—	Deguchi	NIPPON YUSEN KAISHA	On 19th July, at 4 P.M.
MEXICAN, PERUVIAN & CHILE PORTS VIA JAPAN	KIYO MARU	Jap. str.	—		TOYO KISEN KAISHA	On 11th July, at Noon.
NEW YORK	SAINT BEDE	Am. str.	—		DODWELL & Co., LTD.	About 3rd July.
NEW YORK VIA JAPAN PORTS, SAN FRANCISCO, &c.	TOYOOKA MARU	Jap. str.	—	S. Hirase	NIPPON YUSEN KAISHA	On 6th July, at Noon.
SAN FRANCISCO VIA S'HAI, NAGASAKI & HONOLULU	CHINA	Am. str.	—	T. H. Robson	CHINA MAIL S.S. Co. LTD.	To-morrow.
SAN FRANCISCO VIA NAGASAKI	PERSIA MARU	Jap. str.	—		TOYO KISEN KAISHA	On 7th July, at 10.30 A.M.
SAN FRANCISCO VIA SHANGHAI & JAPAN, &c.	KARIMOEN	Dut. str.	—		JAVA-CHINA-JAPAN LIJN	On 12th July.
VANCOUVER VIA SHANGHAI, JAPAN &c.	TENYO MARU	Jap. str.	—		TOYO KISEN KAISHA	On 18th July, at Noon.
VANCOUVER VIA SHANGHAI, JAPAN &c.	MONTEAGLE	Brit. str.	—	E. Bent	CANADIAN PACIFIC O. S. LD.	On 1st July.
VANCOUVER VIA SHANGHAI, JAPAN &c.	EMPRESS OF RUSSIA	Brit. str.	—	A. J. Halley	CANADIAN PACIFIC O. S. LD.	On 12th July
VANCOUVER VIA SHANGHAI, JAPAN &c.	EMPRESS OF JAPAN	Brit str.	—	S. Robinson	CANADIAN PACIFIC O. S. LD.	On 26th July.
AUSTRALIAN PORTS VIA MANILA	EMPRESS OF ASIA	Brit. str.	—	W. Dixon Hopcraft	CANADIAN PACIFIC O. S. LD.	On 9th Aug.
AUSTRALIAN PORTS VIA TIMOR	NIKKO MARU	Jap. str.	—	S. Robinson	CANADIAN PACIFIC O. S. LD.	On 14th July, at 4 P.M.
NAGASAKI, KOBE & YOKOHAMA	EASTERN	Brit. str.	—	Takeda	NIPPON YUSEN KAISHA	On 27th July, at 11 A.M.
JAPAN	AKI MARU	Jap. str.	—	F. Carter	GIBB, LIVINGSTON & Co.	On 14th July, at 10 A.M.
KOBE & MOJI	TJILATJAP	Dut. str.	—	K. Yoshikawa	NIPPON YUSEN KAISHA	On 30th inst.
TIENTSIN	YATSHING	Brit. str.	—		JAVA-CHINA-JAPAN LIJN	To-morrow at Noon.
SHANGHAI, KOBE & YOKOHAMA	KUBICHOW	Brit. str.	1 m.	R. S. Anderson	JARDINE, MATHESON & Co., LTD.	On 30th inst., at 4 P.M.
SHANGHAI, KOBE & YOKOHAMA	ATSUTA MARU	Jap. str.	—	E. Forsyth	BUTTERFIELD & SWIRE	To-day, at 7 A.M.
SHANGHAI	ATLANTIQUE	Fren. str.	—	T. Sato	NIPPON YUSEN KAISHA	About 1st July.
SHANGHAI, MOJI, KOBE & YOKOHAMA	YINGCHOW	Brit. str.	1 m.	Charbonnel	MESSAGERIES MARITIMES	On 2nd July, at D'light.
SHANGHAI	NANKIN	Brit. str.	—	E. S. Jones	BUTTERFIELD & SWIRE	About 4th July.
SHANGHAI	KWONGSANG	Brit. str.	—	G. Manley	P. & O. S. N. Co.	On 6th July, at D'light.
SHANGHAI	TJIPANAS	Dut. str.	—	W. Bickard	JARDINE, MATHESON & Co., LTD.	On 11th July.
SHANGHAI, MOJI, KOBE & YOKOHAMA	SOMALI	Brit. str.	—	L. D. Pinckney	JAVA-CHINA-JAPAN LIJN	About 17th July.
SWATOW, AMOY & FOOCHOW	HAICHING	Brit. str.	2 h.	W. C. Passmore	P. & O. S. N. Co.	On 30th inst., at 2 P.M.
SWATOW, AMOY & FOOCHOW	HAITAN	Brit. str.	2 h.	J. C. Thomson	DOUGLAS LAPRAIK & Co.	On 4 h July, at 2 P.M.
TAMSUI & VIA KEELUNG SWATOW & AMOY	AMAKUSA MARU	Jap. str.	—	Konishi	OSAKA SHOSEN KAISHA	On 2nd July, at Noon.
ANPING & TAKAO VIA SAWTOW & AMOY	SOSHU MARU	Jap. str.	—	A Kobayashi	OSAKA SHOSEN KAISHA	On 5th July, at 9 A.M.
MANILA, SANDAKAN, BATAVIA, SINGAPORE, &c.	NITTAKU MARU	Jap. str.	—		OSAKA SHOSEN KAISHA	To-morrow, at Noon.
MANILA	LOONGSANG	Brit. str.	—	Knight	JARDINE, MATHESON & Co., LTD.	On 30th inst. at 3 P.M.
MANILA, CEBU & ILOILO	TAMING	Brit. str.	—	S. Togkushie	BUTTERFIELD & SWIRE	On 4th July, at 4 P.M.
MANILA	YUENSANG	Brit. str.	1 m	W. Mesney	JARDINE, MATHESON & Co., LTD.	On 8th July, at 4 P.M.
BOMBAY via S'POOR, PORT S'HAM, PENANG & COLOMBO	SAIGON MARU	Jap. str.	—	T. Yamaguchi	OSAKA SHOSEN KAISHA	On 30th inst., at 7 A.M.
BOMBAY, VIA SINGAPORE, MALACCA & COLOMBO	BOMBAY MARU	Jap. str.	—	Kobayashi	NIPPON YUSEN KAISHA	On 3rd July.
SINGAPORE & PENANG	CHAKRATA	Brit. str.	—	T. W. J. Stewitt	DAVID SASSOON Co., LTD.	On 30th inst.
SINGAPORE	KATHLEEN	Brit. str.	—		JARDINE, MATHESON & Co., LD.	About 4th July.
BATAVIA, CHERIBON, SAMARANG, &c.	TJIBODAS	Jap. str.	—		JAVA-CHINA-JAPAN LIJN	On 10th July.
HOIHOW and HAIPHONG	LOKSANG	Brit. str.	—	D. W. Ritchie	JARDINE, MATHESON & Co., LTD.	To-morrow, at 8 A.M.
HOIHOW & HAIPHONG	TAKSANG	Brit. str.	—	E. Knight	JARDINE, MATHESON & Co., LTD.	On 2nd July, at 8 A.M.
HAIPHONG	SUNGKIANG	Brit. str.	1 m.	J. Robinson	BUTTERFIELD & SWIRE	On 6th July, at 10 A.M.
HAIPHONG	KAIFONG	Brit. str.	1 m.	J. B. Evans	BUTTERFIELD & SWIRE	On 4th July, at 10 A.M.

VESSELS EXPECTED.

THE ENGLISH MAIL.

The P. and O. str. *Nyanza* left Shanghai for this port on the 26th inst., at 11.15 a.m., with the homeward English mails, and is due here on the 29th inst., at about 8 a.m.

CANADIAN MAIL STEAMERS.

The str. *Empress of Japan* arrived at Vancouver on Wednesday, the 21st inst., at 1 a.m.

The str. *Monteagle* arrived at Shanghai on Sunday, the 25th instant, at 6.30 a.m., and is due here on Thursday, the 29th inst., at daylight.

MERCHANT STEAMER.

The str. *Fiona* is due to arrive here from Singapore on the 28th June, and will most probably leave on the following day.

HONGKONG TIDE TABLE.

From 28th June to 4th July, 1916.

Days of Week	Days of Month	High Water: H'kong Mean Time	High Water: Height	Low Water: H'kong Mean Time	Low Water: Height
		h. m.	ft. in.	h. m.	ft. in.
Wed.	28	m 7 22	6 8	m 0 50	3 2
		10 0 a	3 9	3 0 a	0 9
Thurs.	29	m 7 57	7 1	m 1 28	3 2
		10 42 a	3 8	3 38 a	0 6
Fri.	30	m 8 31	7 2	m 2 5	3 2
	July 1	11 18 a	3 8	4 15 a	0 5
Satur.		m 9 4	7 2	m 2 42	3 2
		11 51 a	3 8	4 51 a	0 4
Sun.	2	m 9 36	7 2	m 3 18	3 2
				5 26 a	0 5
Mon.	3	m 0 21	3 8	m 3 53	3 3
		m 10 8	7 1	6 1 a	0 6
Tues.	4	m 0 49	3 8	m 4 28	3 3
		m 10 41	6 8	6 35 a	0 9

VESSELS ON THE BERTH

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION CO.

STEAM FOR STRAITS, CEYLON, AUSTRALIA, BOMBAY, EGYPT, MEDITERRANEAN PORTS AND LONDON.

THROUGH BILLS OF LADING ISSUED FOR BATAVIA, AMERICAN, CONTINENTAL, AND SOUTH AFRICA PORTS.

THE Steamship

"NYANZA,"

Captain J. Gaunt, carrying His Majesty's Mails, will be despatched from this port on or about FRIDAY, the 30th June, 1916, taking Passengers and Cargo for the above Ports. The s.s. "NYANZA" will proceed through to Port Said, Marseilles and London.

Silk and Valuables for Bombay (under arrangement), will be transhipped at Colombo into a Steamer of the B. I. S. N. Co.

Parcels will be received at the Office until 4 P.M. the day before sailing. The contents and value of all packages are required.

For further particulars, apply to

E. V. D. PARR,
Acting Superintendent.
Hongkong, 19th June, 1916. 1

CANADIAN PACIFIC OCEAN SERVICES, LIMITED

(PACIFIC SERVICE).

THE Steamship

"MONTEAGLE"

will be despatched from Hongkong at NOON on

SATURDAY,
1ST JULY,

for VANCOUVER Via Usual Ports of Call.

Passengers and Baggage must be on Board not later than 10 o'clock Morning of Sailing.

J. H. WALLACE,
General Agent.
Hongkong, 20th June, 1916. [814

HONGKONG—NEW YORK.

FOR NEW YORK.

S.S. "SAINT BEDE," On or about 3rd July.

FOR BOSTON & NEW YORK.

S.S. "MUNCASTER CASTLE," On or about 15th July.

It is intended that both of the above vessels will proceed via Panama Canal.

For Freight and further information, apply to—

DODWELL & Co., LTD.,
Agents.
Hongkong, 8th June, 1916.

FOR SINGAPORE.

THE Steamship

"KATHLEEN"

will be despatched on or about the 4th July taking cargo for SINGAPORE.

For freight and other information apply to

JARDINE, MATHESON & Co., LTD.,
Agents.
Hongkong, 26th June, 1916. [832

ON SALE.

BOUND VOLUMES of the *HONGKONG WEEKLY PRESS*, JULY to DECEMBER, 1915. With INDEX. Price $7.50. On Sale at the "HONGKONG DAILY PRESS" Office.
Hongkong, 10th March 1916.

INDO-CHINA S. NAV. CO., LTD.

PROPOSED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).

	FOR	STEAMERS	TO SAIL
*	KOBE and MOJI	"YATSHING"	Thursday, 29th June, Noon
	HOIHOW and HAIPHONG	"LOKSANG"	Thursday, 29th June, 8 A.M.
*	MANILA	"LOONGSANG"	Friday, 30th June, 3 P.M.
	HOIHOW & HAIPHONG	"TAKSANG"	Sunday, 2nd July, 8 A.M.
†	SHANGHAI	"KWONGSANG"	Thursday, 6th July, D'light.
*	MANILA	"YUENSANG"	Saturday, 8th July, 3 P.M.

RETURN TOURS TO JAPAN.

The steamers "KUTSANG," "NAMSANG," "LAISANG," and "FOOKSANG," leave about every 3 weeks, generally call at Shanghai en route for Japan, returning via Kobe (Inland Sea) and Moji to Hongkong. Time occupied, 23 days. This service is supplemented by the "YATSHING," "KUMSANG," leaving Hongkong at regular intervals for Yokohama (when sufficient inducement is offering), Kobe and Moji and returning there direct to Hongkong. Time occupied, 19 days.

These vessels have all modern improvements and are fitted throughout with Electric Light.

A duly qualified surgeon is also carried.

*Steamers have superior accommodation for First Class passengers and are fitted throughout with Electric Light.

†Taking cargo on Through Bills of Lading to Yangtsze Ports, Chefoo Tientsin, Dalny, Weihaiwei.

‡Taking cargo on Through Bills of Lading to Kudat Labad Datu, Simpoorna, Tawao, Usukan, Jesselton and Labuan.

UNDER STRAITS GOVERNMENT PASSPORT REGULATIONS all European Passengers leaving the Colony for Straits Settlements are required to produce on arrival at destination passports with their Photographs and description affixed thereto.

Telephone No. 215.

For Freight or passage, apply to JARDINE, MATHESON & Co., LTD.

Hongkong, 23th June, 1916. GENERAL MANAGERS. [6

BRITISH INDIA S. N. CO., LTD.

NEW SERVICE OF STEAMERS BETWEEN

YOKOHAMA, KOBE, HONGKONG AND RANGOON.

Steamers are despatched Eastward and Westward at regular intervals taking Passengers and Cargo at Current Rates.

For Freight or Passage, apply to

JARDINE, MATHESON & Co., LTD.,
AGENTS.

Telephone No. 215.
Hongkong, 16th April, 1915 [24

R.M.S.P. THE ROYAL MAIL STEAM PACKET CO.

PROJECTED SAILINGS FROM HONGKONG,
SUBJECT TO CHANGE WITHOUT NOTICE.

HOMEWARD

FOR	STEAMERS	DATE OF DEPARTURE

TRANS-PACIFIC SERVICE.

SAILINGS TO VICTORIA, VANCOUVER, SEATTLE, TACOMA AND PORTLAND.

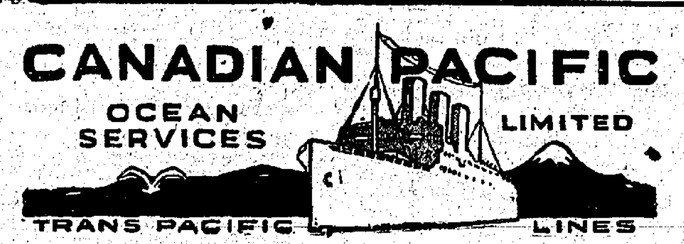
For Freight and Further Particulars, apply to

JARDINE, MATHESON & Co., LTD.,
AGENTS.

Telephone No. 215 Sub. Ex. 10
Hongkong, 15th April, 1915. 23

CANADIAN PACIFIC

OCEAN SERVICES LIMITED



TRANS PACIFIC LINES

FROM CHINA & JAPAN TO CANADA, UNITED STATES & EUROPE VIA VANCOUVER.

CALLING AT SHANGHAI, NAGASAKI (Inland Sea), KOBE AND YOKOHAMA.
In connection with the CANADIAN PACIFIC RAILWAY CO.

QUICKEST TIME ACROSS THE PACIFIC

"EMPRESS OF RUSSIA"—"EMPRESS OF ASIA"
16,850 Tons Gross Register—Quadruple Screw—Speed 21 Knots.
"EMPRESS OF JAPAN" ... REDUCED FIRST CLASS FARES.
"MONTEAGLE" INTERMEDIATE.

PROPOSED SAILINGS FROM HONGKONG—SUBJECT TO CHANGE.

*"MONTEAGLE"	1 JULY	*"MONTEAGLE"	30 AUG.
"EMPRESS OF RUSSIA"	12 JULY	"EMPRESS OF RUSSIA"	6 SEPT.
"EMPRESS OF JAPAN"	25 JULY	"EMPRESS OF JAPAN"	20 SEPT.
"EMPRESS OF ASIA"	9 AUG	"EMPRESS OF ASIA"	4 OCT.

* Calls at Moji instead of Nagasaki.

For further information, apply to Company's Agents.
HONGKONG — SHANGHAI — MANILA — KOBE — NAGASAKI — MOJI — YOKOHAMA.

P. D. SUTHERLAND,
General Agent, Passenger Department.
J. H. WALLACE,
General Agent.
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P. & O. S. N. CO.

ROYAL MAIL SERVICE.

WILL despatch VESSELS to the Undermentioned PORTS on or about the DATES named:—

FOR	STEAMERS	TO SAIL	REMARKS
LONDON VIA SINGAPORE, PENANG, COLOMBO, PORT SAID and MARSEILLES	NYANZA, Capt. J. Gaunt	Noon 30th June	Direct Service.
SHANGHAI, MOJI, KOBE and YOKOHAMA	NANKIN, Capt. G. Manley	About 4th July	Direct Service.
LONDON VIA SINGAPORE, PENANG, COLOMBO, PORT SAID and MARSEILLES	NELLORE, Capt. A. M. King,	Noon, 13th July	Direct Service.
SHANGHAI, MOJI, KOBE & YOKOHAMA	SOMALI, Capt. L. D. Pinckney	About 17th July	Direct Service.

WIRELESS ON ALL STEAMERS. Return tickets at a fare and-a-half available to Europe for two years or Intermediate Ports for six months. Round-the-world and through tickets to New York, at Special Rates.

SEE SEPARATE ADVERTISEMENT.

For PASSAGE RATES, HAND-BOOKS, and FREIGHTS, apply to

E. V. D. PARR,
Acting Superintendent.

P. & O. S. N. Co.'s Office
Hongkong, 27th June, 1916 1

INDIAN AFRICAN LINE.

Cargo carried on through Bills of Lading from HONGKONG to BEIRA, DELAGOA BAY, DURBAN (Natal), EAST LONDON, PORT ELIZABETH and CAPE TOWN with transhipment at COLOMBO to Steamers of the INDIAN AFRICAN LINE

PROPOSED SAILING

From Hongkong	Connecting with	From Colombo
28th June.	"KATHIAWAR"	17th July.

ORIENTAL AFRICAN LINE.

Regular Direct Service from JAPAN, CHINA and STRAITS to BEIRA, DELAGOA BAY, DURBAN, EAST LONDON, PORT ELIZABETH and CAPE TOWN, calling at MAURITIUS en route, and affording the Quickest Freight Transport from the ORIENT to SOUTH AFRICA.

PROPOSED SAILING

From Hongkong — S.S. "SALAMIS" 16th August.

For Rates of Freight and Passage, apply to—

THE BANK LINE, LIMITED,
MANAGING AGENTS

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"ELLERMAN" LINE.

(ELLERMAN & BUCKNALL STEAMSHIP Co., LTD.)

JAPAN, CHINA AND STRAITS

to

UNITED KINGDOM AND CONTINENT.

For	Steamer	Sails.
LONDON & SWANSEA ...	"CITY OF BOMBAY"...	...On 22nd July

Steamers proceed via Suez Canal or Cape of Good Hope at Owners' option Subject to change without notice.

For rates of freight and further information apply to

THE BANK LINE, LTD.,
OR TO REISS & Co., CANTON.
GENERAL AGENTS

Hongkong 11th April, 1916. 104

C. N. C.

CHINA NAVIGATION CO., LTD.

SAILINGS SUBJECT TO ALTERATION

FOR	STEAMERS		TO SAIL
SHANGHAI	"SHANTUNG"	...	On 29th June, 4 P.M.
TIENTSIN	"KUEICHOW"	...	On 1st June, 4 P.M.
SHANGHAI	"YINGCHOW"	...	On 2nd July, D'light.
HAIPHONG	"KAIFONG"		On 4th July, 10 A.M.
MANILA, CEBU and ILOILO	"TAMING"	...	On 4th July, 4 P.M.
HAIPHONG	"SUNGKIANG"	...	On 6th July, 10 A.M.

DIRECT SAILINGS TOWEST RIVER, Twice Weekly.
S.S. "LINTAN" and S.S. "SANUI

MANILA LINE—TWIN-SCREW STEAMERS "CHINHUA," "TAMING" and "TEAN." Excellent Saloon accommodation Amidships; Electric Fans fitted; Extra State-rooms on Deck, aft, on "TAMING" and "TEAN."

SHANGHAI LINE—PASSENGERS, MAILS and CARGO. S.S. "ANHUI," "CHENAN," "LUCHOW," "YINGCHOW," "SHANTUNG," and "SINKIANG," with excellent accommodation, Electric Light and Fans in Saloon and State-rooms, maintain a regular schedule service between Canton, Hongkong and Shanghai, leaving Hongkong for Shanghai direct every Tuesday, Thursday and Sunday, taking Cargo on through Bills of Lading to all Yangtsze and Northern China Ports. Passengers are Landed in Shanghai, avoiding the inconvenience of transhipment at Woosung.

For Freight or Passage apply to—

BUTTERFIELD & SWIRE,
Hongkong, 28th June, 1916. TELEPHONE 36. AGENTS. 4

DOUGLAS STEAMSHIP CO., LTD.

HONGKONG & SOUTH CHINA COAST PORT SERVICE.

REGULAR SERVICE of Fast, High Class Coast Steamers having good accommodation for First Class Passengers, Electric Light and Fans in staterooms and Saloons and Excellent cuisine.

FOR

SWATOW. AMOY AND FOOCHOW

AND RETURN.

Occupying at 9 to 10 Days)

STEAMSHIP	CAPTAIN	LEAVING
"HAICHING" ...	Capt. W. C. Passmore ...	FRIDAY, 30th June, at 2 P.M.
"HAITAN" ...	Capt. J. S. Thmson ...	TUESDAY, 4th July, at 2 P.M.

Arrivals and Departures from the Company's Wharf (near Blake Pier).

For Freight and Passage, apply to—

DOUGLAS LAPRAIK & Co.,
GENERAL MANAGERS.
Hongkong, 16th June, 1916. 3

BRITISH INDIA S. N. CO., LTD.

APCAR LINE.

REGULAR SERVICE BETWEEN

CALCUTTA, STRAITS, SHANGHAI AND JAPAN PORTS.

EASTWARD

WESTWARD

S.S. "CHAKRATA," 5,682 tons, Capt. T. W. J. Stewitt, will be despatched for SINGAPORE & PENANG on 30th June.

The above Steamers have excellent Saloon accommodation for Passengers and are fitted with all modern conveniences and carry a duly qualified surgeon.

For Freight or passage, apply to

DAVID SASSOON & CO., LTD.,
Hongkong, 22nd June, 1916. AGENTS 27

P. & O. S. N. CO.

ROYAL MAIL SERVICE

UNDER CONTRACT WITH HIS MAJESTY'S GOVERNMENT

TO

MARSEILLES AND LONDON,

TAKING PASSENGERS AND CARGO TO

STRAITS, COLOMBO, INDIA, AUSTRALASIA, EGYPT, &c.

Steamers to Colombo	Leave Hongkong Noon	Connecting Mail Str. from Colombo	Due at Marseilles 1916	Due at London 1916
NYANZA	June 30	Through Steamer	Aug. 4	Aug. 13
NELLORE	July 13	Through Steamer ..	Aug. 18	Aug. 27
NANKIN	July 24	Through Steamer ...	Sept. 1	Sept. 10
NOVARA	Aug. 11	*KAISAR-I-HIND ..	Sept. 11	Sept. 18
NORE	Aug. 25	*MOOLTAN	Sept. 25	Oct. 2
MALTA	Sept. 8	*KASHGAR	Oct. 9	Oct. 16
NAMUR	Sept. 22	Through Steamer...	Oct. 26	Nov. 4
SARDINIA...	Oct. 6	Through Steamer	Nov. 9	Nov. 18

* Passengers change Steamers at COLOMBO.

Accommodation in the connecting Steamer from COLOMBO is definitely reserved in Hongkong at the time of Booking.

On the Australian Route Tickets Interchangeable with Orient Line.

SAILINGS DIRECT TO

SHANGHAI, MOJI, KOBE AND YOKOHAMA.

S.S.	Leave Hongkong About	
NANKIN	TUESDAY,	4th July.
NOVARA...	SATURDAY,	15th July.
SOMALI	MONDAY,	17th July.
NORE...	SATURDAY,	29th July.
MALTA	SATURDAY,	13th August.

Passengers may travel by Railway in Japan between Ports of Call free of charge. Return Tickets are available by Messageries Maritimes Company.

IN ADDITION TO THE ABOVE MAIL STEAMERS, INTERMEDIATE (Non-Transhipment) STEAMERS WILL LEAVE DIRECT FOR

MARSEILLES AND LONDON,

Calling at SINGAPORE, PORT SWETTENHAM, PENANG, COLOMBO AND PORT SAID.

CARRYING 1ST AND 2ND SALOON PASSENGERS AT REDUCED RATES.

PROPOSED SAILINGS:

STEAMERS.	Leave H'KONG. about	Leave S'POER about	Due at M'SEILLES, if calling about	Due LONDON about
SOMALI	Aug. 16	Aug. 21	Sept. 20	Sept. 29

WIRELESS TELEGRAPHY FITTED ON ALL STEAMERS.

All Cabins are fitted with Electric Fans free of charge and each Berth Furnished with an Electric Reading Lamp.

Passage Tickets Interchangeable with the British India Co.

Round-the-World Tickets and Through Tickets to New York in connection with the Principal Mail Lines.

Return Tickets at fare and a half available to Europe for Two Years; or to Intermediate Ports for Six Months.

Owing to the War in Europe Steamers and Sailing dates are liable to be cancelled or altered without notice.

For Further Information, Passage Fares, Freights, Handbooks, etc., apply to

E. V. D. PARR,
Acting Superintendent.

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NIPPON YUSEN KAISHA.

THE JAPAN MAIL STEAMSHIP CO.

PROJECTED SAILINGS FROM HONGKONG—

SUBJECT TO ALTERATION.

DESTINATION	STEAMERS	TONS AND DISPLACEMENT	SAILING DATES
LONDON VIA SINGAPORE, MALACCA, PENANG, COLOMBO, DURBAN, CAPE TOWN, and TENERIFE ...	§ KASHIMA MARU Capt. Tabusa	21,000	WED'DAY, 5th July, at Noon.
	§ MISHIMA MARU Capt. S. Wada	16,000	THURSDAY, 13th July, at Noon
VICTORIA, B.C., and SEATTLE VIA KEELUNG SHANGHAI, MOJI, KOBE, YOKKAICHI, SHANGHAI and YOKOHAMA	§SHIDZUOKA MARU Capt. Noma	12,500	WED'DAY, 19th July, at 4 P.M.
SYDNEY and MELBOURNE, VIA MANILA, BAMBOANGA, THURSDAY ISLAND, TOWNSVILLE & BRISBANE	§ NIKKO MARU Capt. Takeda	9,600	FRIDAY, 14th July, at 4 P.M.
	§ AKI MARU Capt. K. Yoshikawa	12,500	TUESDAY, 15th Aug., at 11 A.M.
CALCUTTA VIA SINGAPORE PENANG and RANGOON ...			
BOMBAY VIA SINGAPORE, MALACCA and COLOMBO ...	BOMBAY MARU Capt. Kobayashi	8,000	MONDAY, 3rd July.
SHANGHAI and KOBE			
SHANGHAI, MOJI and KOBE			
NAGASAKI, KOBE and YOKOHAMA	§ AKI MARU Capt. K. Yoshikawa	9,500	FRIDAY, 14th July, at 10 A.M.
SHANGHAI, KOBE and YOKOHAMA	§ ATSUTA MARU Capt. Sato	16,000	TUESDAY, 27th June, at 7 A.M.

EASTBOUND NEW YORK LINE

VIA PANAMA CANAL.

(CARGO ONLY).

NEW YORK VIA SHANGHAI, MOJI, KOBE, YOKKAICHI, YOKOHAMA, SAN FRANCISCO, PANAMA AND COLON.	§ TOYOOKA MARU Capt. S. Hirase	15,200	THURSDAY, 6th July, at Noon.

§ Wireless Telegraphy.

For Further Information apply to—

NIPPON YUSEN KAISHA,
B. MORI, MANAGER.
TELEPHONE NOS. 292 and 293 5

TOYO KISEN KAISHA.

SAN FRANCISCO LINE.

VIA SHANGHAI. MANILA. THE INLAND SEA. JAPAN AND HONOLULU.

Sailings from Hongkong—Subject to Change Without Notice.

Steamer	Tons and Speed.	Leave Hongkong.
† PERSIA MARU	9,000 — 14 knots	...FRI., 7th July 10.30 A.M.
* KWANTO MARU	5,000 — 12 knots	... SUN., 9th July Noon.
‡ KIYO MARU	17,200 — 14 knots	... TUES., 11th July Noon.
TENYO MARU	22,000—21 knots	TUES., 18th July Noon.
† NIPPON MARU	11,000 — 15 knots	...TUES., 1st Aug. 10.30 A.M.
SHINYO MARU	22,000—21 knots	TUES., 15th Aug Noon.

† Via MANILA. Omitting Shanghai * Cargo only.

‡ Proceeding to South American Ports.

FIRST CLASS TO LONDON £71.10...RETURN (6 MONTHS) £120.
" " " NEW YORK £60. ... " " £96.10.
" " " SAN FRANCISCO £45 ... " " £68.

Passengers purchasing Trans-Pacific Return Tickets have the option of returning from Vancouver by Steamers of the CANADIAN PACIFIC RAILWAY Co.

SPECIAL RATES given to NAVAL and MILITARY CIVIL SERVANTS MISSIONARIES, etc.

ROUND THE WORLD Tickets issued in connection with all the Principal MAIL Lines and the Trans-Siberian Railway.

Passengers may Travel by RAILWAY between Ports of Call in Japan free of charge

SOUTH AMERICA LINE.

FOR JAPAN PORTS, HONOLULU, SAN FRANCISCO, LOS ANGELES SALINA CRUZ, BALBOA, CALLAO, ARICA, IQUIQUE and VALPARAISO.

THENCE BY TRANS-ANDEAN ROUTE TO BUENOS AIRES.

Steamer	Tons and Speed	Sails
KIYO MARU	17,200 — 14 knots ..	TUESDAY, 11th July.

For Full Particulars as to Passage and Freight, apply to—

K. DOI, ACTING AGENT,
TELEPHONE 191. King's Building. 121

MESSAGERIES MARITIMES

FRENCH MAIL LINES.

FORTNIGHTLY SERVICE TO AND FROM JAPAN VIA SHANGHAI.

FORTNIGHTLY SERVICE TO AND FROM EUROPE VIA SUEZ CANAL.

OUTWARD

For	Steamer	To Sail.
SHANGHAI, KOBE AND YOKOHAMA	ATLANTIQUE	On or about 1st July.

HOMEWARD

MARSEILLES VIA HAIPHONG, TOURANE and Ports of Call. (Without Transhipment)	ANDRE LEBON... ...	On or about 8th July.

Subject to immediate alteration without notice.

SPECIAL SUMMER RATES TO JAPAN.

1st Class Return Tickets available from 1st June, 1916, to 31st October, 1916, and interchangeable only with Peninsular and Oriental S.N. Co., for return journey.

FARES: TO KOBE, $135.00. TO YOKOHAMA, $150.00.

For further particulars apply to

P. THOMAS, AGENT,
TELEPHONE 740 QUEEN'S BUILDING. 2

O. S. K.

OSAKA SHOSEN KAISHA.

REGULAR SERVICES, PROPOSED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).

AMERICAN LINE.

FOR VICTORIA, SEATTLE AND TACOMA,

VIA SHANGHAI, MANILA, NAGASAKI, MOJI, KOBE, YOKKAICHI & YOKOHAMA

† "HAWAII MARU" ... — ... MONDAY, 10th July, at 3 P.M.

† Omitting Shanghai and Moji. * Omitting Manila and Nagasaki.

BOMBAY LINE.

FOR BOMBAY, VIA SINGAPORE, PORT SWETTENHAM, PENANG AND COLOMBO.

"SAIGON MARU" ... T. Yamaguchi ... FRIDAY, 30th June, at 7 A.M.

JAVA-LINE.

FOR MANILA, SANDAKAN, MACASSAR, SOURABAYA, SAMARANG, BATAVIA AND SINGAPORE.

"NIITAKA MARU" THURSDAY, 29th June, at Noon.

FORMOSAN LINE.

FOR TAMSUI, KEELUNG AND ANPING, TAKAO, VIA SWATOW AND AMOY.

* "AMAKUSA MARU" SUNDAY, 2nd July, at Noon.
§ "SOSHU MARU" WEDNESDAY, 5th July, at 9 A.M.

* Proceeding to Keelung via Swatow and Amoy.
§ Proceeding to Anping and Takao.

These Formosan Liners will arrive at and depart from the SOON YIP WHARF, near the Harbour Office.

For FURTHER INFORMATION, apply to—

H. YAMAUCHI,
MANAGER,
No. 1, Queen's Building.
TEL. Nos. 744 and 745. 56

THE EASTERN & AUSTRALIAN STEAMSHIP CO., LTD.

MAIL SERVICE TO AUSTRALIA.

SAILINGS SUBJECT TO ALTERATION WITHOUT NOTICE.

STEAMERS	ARRIVE HONGKONG FROM AUSTRALIA	LEAVE HONGKONG FOR AUSTRALIA
MASTERN ST. ALBANS	3rd July 4th Aug.	On 27th July, 11 A.M. On 27th Aug., 11 A.M.

All Steamers fitted with wireless phy Telegra.

The above Steamers are fitted with Refrigerating Machinery, ensuring a plentiful supply of Ice, Fresh Provisions, etc., and are lighted throughout with Electricity

All State-Rooms have Electric Fans A duly qualified Doctor and Stewardess are carried

For further particulars, apply to

GIBB, LIVINGSTON & CO.,
22 AGENTS

POST OFFICE NOTICE.

The Services to Germany, Austria, Bulgaria and the Ottoman Empire are suspended.

Correspondence addressed to enemy subjects in China, Siam, Liberia, Portuguese East Africa, Persia and Morocco cannot be transmitted.

INWARD MAILS.

From	Per	Date
Shanghai	*Yingchow*	23th June.
Europe (London 30th May via Siberia)	*Monteagle*	29th June.
Europe (London 4th June, via Siberia)	*Nyanza*	29th June.
...		
...		
...		
...		
...		

OUTWARD MAILS.

For	Per	Date
Japan via Moji	*Borneo Maru* ..	Wednesday, 28th, 11.00 A M
Straits, Burmah and India via Calcutta	*Tosa Maru* ...	Wednesday, 2 th, 1.00 P M
Philippine Islands	*Izon*	Wednesday, 29th, 2.00 P M
Hoihow and Hoihong	*Lokoane*	Thursday, 29th, 7.00 A M
*Japan via *Kobe	*Yatshing*	Thursday, 29th, 10.00 A M
Swatow and *Bangkok	*Halvard*	Thursday, 29th, 10.00 A M
SHANGHAI, NORTH CHINA, JAPAN via NAGASAKI, HONOLULU, *UNITED STATES *SOUTH AMERICA and *CANADA, via SAN FRANCISCO (EUROPE via SIBERIA. (Shanghai Brit. P.O. Monday, 3rd July.)	*China* ...	Thursday, 29th, Registration ...11 15 A M Letters ... NOON
Shanghai and North China (EUROPE via SIBERIA) (Shanghai Brit. P.O. Monday, 3rd July)	*Shantung* ...	Thursday, 29th, Registration ...2.15 P M Letters ... 3.00 P M.
STRAITS, BURMAH, CEYLON, AUSTRALIA, WESTERN AUSTRALIA, NEW ZEALAND, INDIA, ADEN, EGYPT and EUROPE... The Parcel Mail will be closed on Thursday, 29th June, at 5 p.m. ...	*Nyanza*	Friday, 30th, Registration... 10.15 A M Letters ... 11.00 A M
Swatow, Amoy and Foochow	*Haicheng* ...	Friday, 30th. 1.00 P M
Philippine Islands	*Loongsang*... ...	Friday, 30th. 2.00 P M
Straits	*Chakrata* ...	Friday, 30th. 3.00 P M
KIAOCHOW, SHANGHAI, NORTH CHINA, JAPAN via MOJI, VICTORIA, B.C., VANCOUVER, and UNITED KINGDOM via CANADA... (EUROPE via SIBERIA) (Shanghai Brit. P.O. Saturday, 8th July	*Monteagle* ...	Friday, 30th, Registration ... 5.00 P M —JULY:— Saturday, 1st, Letters .. 9.00 A M
Shanghai and North China	*Yingchow*	Saturday, 1st 9.00 A M
Tientsin	*Kweichow* ...	Saturday, 1st, 9.00 A M
Philippine Islands, Sandakan, *Macassar, *Sourabaya, *Samarang, *Batavia and *Straits	*Nikolai Maru* ..	Sunday, 2nd, 9.00 A M
Swatow, Amoy and Formosa via Keelung ...	*Amakusa Maru* ..	Sunday, 2nd, 8.00 A M
Haiphong	*Kaifong*	Tuesday, 4th, 9.00 A M
Swatow, Amoy and Foochow	*Haitan* ...	Tuesday, 4th. 1.00 P M
Philippine Islands	*Taming*	Tuesday, 4th, 3.00 P M
Swatow, Amoy, Formosa via Takao	*Sosha Maru*...	Wednesday, 5th, 8.00 A M
Haiphong	*Sungkiang* ...	Thursday, 6th, 9.00 A M
PHILIPPINE ISLANDS, JAPAN via NAGASAKI, HONOLULU, *CANADA, *UNITED STATES, and *SOUTH AMERICA via *SAN FRANCISCO	*Persia Maru* ...	Friday, Registration ... 5.00 P M Saturday, 7th, Letters 9.30 A M
Philippine Islands, Formosa via Keelung, Japan via Nagasaki, Victoria, Vancouver, United States and South America	*Hawaii Maru*	Monday, 10th, Registration 12.15 P M Letters ... 1.00 P M
Philippine Islands, Australia, Tasmania, New Zealand, via Port Darwin, New Guinea via Thursday Island	*Changsha*	Thursday, 29th, Registration 10.15 A M Letters ... 11.00 A M

* Superscribed correspondence only.

LOCAL AND REGULAR MAILS OUTWARDS.

For	On Week-days	On Sundays & Holidays.
Tai O	8.30 A.M.	—
Tai Po	10.00 A.M. 4.00 P.M.	9.00 A.M
Cheung Chow	2.00 P.M.	—
Shataukok, Shatin and Sheungshui ...	4.00 P.M.	—
Aberdeen, Autau Ping Shan, Sai Kung Santin, Stanley	4.30 P.M.	—
Canton, Wachow and Samshui	7.30 A.M. Regis. 5.00 P.M. Letters 5.00 P.M.	5.00 P.M
Macao	7.15 A.M. 1.30 P.M. 6.00 P.M.	8.15 A.M
Kongmoon	Except Saturdays 6.00 P.M	9.00 P.M
Nantan and Sanmei		5.00 P.M.
Shamchun	10.00 A.M. 4.00 P.M.	9.00 A.M.

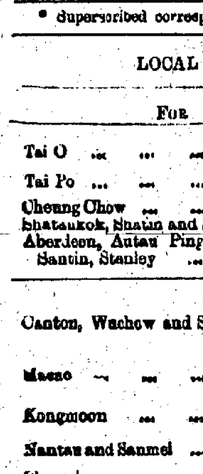
From Sheungwan Western Branch P.O.

For	On Week-days	On Sundays & Holidays.
Macao	7.30 A.M. 1.30 P.M.	8.30 A.M.
Canton	7.30 A.M. 9.30 P.M.	9.30 P.M.
Tai Ping Tang	7.00 A.M.	7.00 A.M.
Shek Ki	9.30 P.M.	9.30 P.M.
Kongmoon	6.15 P.M.	6.15 P.M.
Kumchuk	6.00 P.M.	6.00 P.M.
Kaukong...	6.00 P.M. Except Saturdays.	5.00 P.M.

In the case of Mails closing before 9 a.m. Registration closes **at 5 o'clock on the previous evening.**

YOUR

MOTOR BOATS AND CARS



Cannot move without a good Spark.

CROWN DRY CELLS

are the most reliable on the market for Bells, Telephones or Ignition Coils.

WM. C. JACK & CO., LTD,

14, DES VŒUX ROAD, HONGKONG.

230

COMMERCIAL.

CLOSING QUOTATIONS.

June 27th.

LONDON:—	
Telegraphic Transfer	2/1⅞
Bank Bills, on demand	2/1 31/32
Bank Bills, at 30 days' sight	2/1⅛
Bank Bills, at 4 months' sight	2/1 7/32
Credits, at 4 months' sight...	2/1⅛
Documentary Bills 4 mos.' sh.	2/2
PARIS:—	
Bank Bills, on demand	295¼
Credits, at 4 months' sight...	296
NEW YORK:—	
Bank Bills, on demand	4 7/8
Credits, at 60 days' sight...	—
BOMBAY:—	
Telegraphic Transfer	—
Bank Bills, on demand.....	156¼
CALCUTTA:—	
Telegraphic Transfer	—
Bank Bills, on demand	156¼
SHANGHAI:—	
Bank Bills, at sight	71½ n.
Private, 30 days' sight	—
YOKOHAMA:—	
On Demand	98¼
MANILA:—On demand—Pesos	98¼
SINGAPORE:—	
On Demand	89⅜
BATAVIA:—	
On Demand	120¾
HAIPHONG:—	
On Demand	4⅛ pm.
SAIGON:—	
On Demand	4 % pm. n.
BANGKOK:—	
On Demand	73½
SOVEREIGNS, Bank's Buying Rate	$9.45 n.
GOLD LEAF, 100 fine, per tael ...	$52.90
BAR SILVER, per oz.	30 3/8d.

SUBSIDIARY COINS.

	per cent.	
Hongkong 20 cents pieces...	$ 2.02	discount.
Hongkong...10 " ...	$ 2.05	"
Canton.... 20 " ...	$14 15	"
Canton. 10 " ...	$ 2.50	"

Maspero-frères

"SPECIALS"



"SPECIALS"

There are many "SPECIALS" Cigarettes but only one genuine Egyptian "SPECIALS."

Manufactured by Masperos frères CAIRO, EGYPT.

BRITAIN'S GREATEST HIGH-GRADE EGYPTIAN CIGARETTE FACTORY.

17

SHARE LIST.—QUOTATIONS.

HONGKONG, 27TH JUNE, 1916.

Stocks.	No. of Shares.	Value	Paid up.	Closing Quotations Cash	Return on basis of last Div'd.
BANKS.—					
Hongkong & S'hai. Bank. Corporation	120,000	$125	all	$750, buyers $760, sellers L'don	6 p.c.
China Borneo Company, Limited	60,000	$12	all	$3.45, buyers	
China Light and Power Company, Ltd.	50,000	$5	all	$5¼	8½ p.c.
China Provident, Loan & Mortgage Co., Ltd.	50,000	$1	all	$1½	7 p.c.
	200,000	$10	all	$8½	
COTTON MILLS.—					
S'hai. Cotton Manufacturing Co., Ltd.	40,000	Tls. 50	all	T. 91½	
Kung Yik Cotton S. & W. Co., Ltd. ...	100,000	Tls. 10	all	T. 13½	
International Cotton Manuf'ing Co., Ltd.	16,000	Tls. 70	all	Tls.	5½ p.c.
Laou Kung Mow Cotton S.& W.Co.,Ld.	8,000	Tls100	all	Tls.	
Soeychee Cotton S. & W. Co., Ltd.	20,000	Tls. 50	all	Tls.	
Ewo Cotton Spin'g. & WeavingCo.,Ld.	20,000	Tls. 50	all	T. 137½	
Dairy Farm Company, Limited.	40,000	$7½	$6	$35, sales	8½ p.c.
DOCKS AND WHARVES.—					
H'Kong. & Kowloon Wharf & G.Co.,Ltd.	60,000	$50	all	$49½, sales	4½ p.c.
H'Kong. and Whampoa Dock Co., Ltd.	50,000	$50	all	$122½, buyers	3½ p.c.
S'hai. Dock and Engineering Co., Ltd.	55,200	Tls100	all	T. 75, sal. & buy.	
New Engineering & S. B. Works Ltd.	150,000	Tls. 5	all	Tls. 9	
S'hai. and Hongkew Wharf Co., Ltd.	38,000	Tls100	all	Tls. 82	
Green Island Cement Company, Limited.	400,000	$10	all	$9.45 buyers $10, sales	6½ p.c.
Hongkong Electric Company, Limited.	60,000	$10	all	$4⅛	4½ p.c.
Hongkong Hotel Company, Limited.	20,000	$50	all	$107, buyers	4½ p.c.
Hongkong Ice Company, Limited.	6,500	$25	all	$170	6 p.c.
Hongkong Rope Manufacturing Co., Ltd.	60,000	$10	all	$13½, sellers	4½ p.c.
Hongkong Tramway Company, Limited. ...	325,000	5/-	all	$6.40, sales	5½ p.c.
INSURANCES.—				$5½, buyers	5½ p.c.
Canton Insurance Office Co., Limited...	10,000	2350	$50	$400	6½ p.c.
China Fire Insurance Co., Limited.	20,000	120	$31	$156	
Hongkong Fire Insurance Co., Ltd. ...	8,000	$250	$50	$275	5½ p.c.
North-China Insurance Co., Limited. ...	10,000	£15	£5	Tls. 175	
Union Insurance Society, Limited.	12,400	$250	$100	$910, buyers	
Yangtsze Insurance Association, Ltd. ...	12,000	$ 60	$60	$250, @ Ex 73	6½ p.c.
LANDS AND BUILDINGS.—					
H'kong. Land Invest. Agency Co., Ltd.	50,000	$100	all	$104, sales	
Hongkong Central Estate, Limited.	10,000	$100	all	$97, sellers	6½ p.c.
Hongkong Land Reclamation Co., Ltd.	25,000	$ 00	$75	$200	7½ p.c
Humphreys' Estate and FinanceCo.,Ld.	150,000	$10	all	$6 60, sales	
Kowloon Land and Building Co., Ltd....	6,000	$10	$30	$38	6 p.c
Shanghai Land Investment Co., Ltd....	78,000	Tls50	all	Tls 24	
West Point Building Co., Limited. ...	12,500	$50	all	$65	
Maatschappij tot Mijn- Bosch-en Landbouw exploitatie in Langkat	250,000	Gds.10	all	Tls. 26, buyer 25⅛, sales 27, sellers	
MINING.—					
Ural Caspian Oil Corp., Limited.	1,000,000	£1	all	$7/-	
Chinese Engineering and M. Co., Ltd.	1,000,000	£1	all	27/-, buyers	
Raub Australian Gold Mining Co., Ld.	200,000	£1	all	$2.90, sellers	7 p.c.
Tronch Mines, Limited	160,000	£1	nil	40/- sellers	
Peak Tramways Company, Limited	25,000	$10	all	$9½, buyers	
	50,000	$10	$1	$0.70	
REFINERIES.—					
China Sugar Refining Co., Limited. ...	20,000	$100	all	$119, sales	
Luzon Sugar Refining Co., Limited.....	7,000	$100	all	$32, sellers	
STEAMSHIP COMPANIES.—				$132½, sales	5 p.c
Douglas Steamship Company, Limited.	20,000	$50	all	$133, sales	4½ p.c.
H'kong., Canton & Macao S. B. Co.,Ld.	20,000	$15	all	$14½, buyers	
Indo-China Steam NavigationCo.,Ld.	50,000 d 50,000 f.	£5	all	pref $46½ def. $127, sal. & sel. $130, buyers	7½ p.c.
Shell Transport and Trading Co., Ltd.	4,047,610	£1	all	97/- x. div.	42 p.c.
Star Ferry Company, Limited.	40,000	$10	all	$35½	
South China Morning Post, Limited	6,000	$25	all	$29	7½ p.c.
Steam Laundry Company, Limited	20,000	$5	all	$3½	
STORES AND DISPENSARIES.—					7 p.c.
Powell, Wm., Limited	2,000	$7	all	$8½, buyers	9 p.c.
Watson & Co., A. S., Limited	50,000	$10	all	$8½	6 p.c.
Union Waterboat Company, Limited	50,000	$10	all	$14, buyers	

Loans.	Amount.	Value.	Interest.	Quotations
Chinese Imperial 1885.	Tls. 757,200.	Tls. 250	7% p. annum	Par.

VERNON & SMYTH, *Share Brokers.*

BEFORE LEAVING FOR HOME ON A HOLIDAY

ORDER THE

"HONGKONG WEEKLY PRESS"

TO BE SENT TO YOU, AND SO

KEEP IN TOUCH WITH THE FAR EAST.

ALL THE NEWS OF THE WEEK FULLY RECORDED,

INCLUDING THE MOVEMENTS OF THE LOCAL MARKETS.

24 PAGES! 24 PAGES!! 24 PAGES!!

BANKS

HONGKONG AND SHANGHAI BANKING CORPORATION.

Paid-up Capital $15,000,000
Reserve Funds:—
Sterling £1,500,000, at 2/—$15,000,000
Silver$18,000,000
$33,000,000
Reserve Liability of Proprietors $15,000,000

COURT OF DIRECTORS:

W. L. PATTENDEN, Esq.—Chairman.
S. H. DODWELL, Esq.—Deputy Chairman.
G. T. M. Edkins, Esq | Hon. Mr. D. Landale.
C. S. Gubbay, Esq. | J. A. Plummer, Esq.
Hon. Mr. P. H. Holyoak. | Hon. Mr. E. Shellim

CHIEF MANAGER:
Hongkong—N. J. STABB, Esq

MANAGER:
Shanghai—A. G. STEPHEN, Esq.

LONDON BANKERS:
LONDON COUNTY AND WESTMINSTER BANK, LIMITED.

HONGKONG INTEREST ALLOWED.
On Current Account at the rate of Two per cent. per annum on the Daily Balance
ON FIXED DEPOSITS
for 3 months, 2½ per cent. per Annum
" 6 " 3½ " "
" 12 " 4 " "

N. J. STABB,
Chief Manager.
Hongkong, 21st February, 1916. [9

THE BANK OF CHINA. GOVERNMENT BANK

(SPECIALLY AUTHORISED BY PRESIDENTIAL MANDATE OF 15TH APRIL, 1912)

Authorised Capital $50,000,000
Paid-up Capital $10,000,000

HEAD OFFICE:—PEKING.

BRANCHES AND SUB-BRANCHES.
SHANGHAI: NANKING: Chinkiang, Yangchow, Wusieh, Wuhu, Anching, Tatung, Tsinkiangpo, Soochow, HANKOW: Shashi, Ichang, Nanchang. TIENTSIN: Paoting, Tongshan Luanhsien, Tsangchsien, Hsingtai. HANGCHOW: Wuchow, Shaohsin, Chiahsin, Lanchi, Huchow, Ningpo KAIFENG: Changteh, Sinyang, Loho, Chowkou. TSINAN: Chowtsun, Tunhsien, Linchi, Lintsing, Tsinien, Yihtuh, Huiming, Chefoo, Tsingtao TAIYUAN: Yuncheng. FOOCHOW, CHANGCHUN: Kirin, Monkden, Newchwang, Dairen, Harbin, Taitsihar, Tieling, Chinchow, Antung CANTON, KUEIYANG, PEKING Kueihua, Sulyuancheng, etc., etc.

CANTON BRANCH

Interest allowed on current account and Fixed Deposits. Terms on application. Every description of Banking business transacted; loans granted on approved securities. Special facilities for Home Exchange
Hongkong, 18th October, 1914 [560

THE CHARTERED BANK OF INDIA AUSTRALIA AND CHINA.

INCORPORATED BY ROYAL CHARTER, 1853.
HEAD OFFICE—LONDON.

Paid-up Capital... £1,200,000
Reserve Fund £1,800,000
Reserve Liability of Proprietors £1,200,000

FOREIGN EXCHANGE and General Banking business transacted.

CURRENT ACCOUNTS opened and FIXED DEPOSITS received for 1 year or shorter periods at rates which will be quoted on application.

T. C. DOWNING,
Manager.
Hongkong, 15th June, 1915. [182

BANKS

THE BANK OF TAIWAN, LIMITED

(INCORPORATED BY SPECIAL IMPERIAL CHARTER).

Capital Subscribed Yen 20,000,000
Capital Paid-up " 12,500,000
Reserve Funds " 4,680,600

President: TETSUTARO SAKURAI, Esq.
Vice-President: KOJURO NAKAGAWA, Esq

DIRECTORS.
KENTOSHI SADA, Esq.
KYOROKU YAMANAKI, Esq
SHINGO MINAMI, Esq.

HEAD OFFICE
TAIPEH, FORMOSA (TAIWAN).
BRANCHES AND AGENCIES.

Akou	Kagi	Makung	Taichu
Amoy	Karekon	Osaka	Tainan
Canton	Keelung	Shangha	Taito
Foochow	Kiukiang	Singapore	Takow
Giran	Kobe	Shinchiku	Tamsui
Hongkong	London	Swatow	Tokyo

Correspondents at
Cheribon, Cheshun, Dairen, Fusan, Iloilo, Jolo, Macassar, Mukden, Moji, Nagasaki, Nagoya, New York, Semarang, Seoul, Saimonoseki, Soerabaya, Tientsin, Yokohama, Zamboanga, Haiphong, Hanoi, Saigon, Bangkok.

HONGKONG OFFICE:
3, DES VŒUX ROAD.

The Bank Transacts Every Description of General Banking and Exchange Business.
Interest allowed on Current Accounts and Fixed Deposits

Y. KIKUCHI,
Manager.
Hongkong, 12th May, 1916. [642

THE MERCANTILE BANK OF INDIA, LIMITED.

HEAD OFFICE: 15, Gracechurch St., London.

Authorised Capital£1,500,000
Subscribed " 1,125,000
Paid-up " 562,500
Reserve Fund " 550,000

BANKERS:
THE BANK OF ENGLAND.
THE LONDON JOINT STOCK BANK, LIMITED.

BRANCHES

Bombay	Galle	Karachi	Penang
Calcutta	Hongkong	Kota Bharu	Rangoon
Colombo	Howrah	Kuala Lumpur	Shanghai
Delhi	Kandy	Madras	Singapore

Port Louis (Mauritius) Mahé (Seychelles).

HONGKONG BRANCH.
Every description of Banking and Exchange business transacted.
INTEREST allowed on Current Accounts at 2 per cent. per annum on Daily Balances and on Fixed Deposits at rates that may be ascertained on application.

C. CHAMPKIN,
Acting Manager.
Hongkong, 26th May, 1916. [79

HONGKONG SAVINGS BANK.

THE Business of the above Bank is conducted by the HONGKONG AND SHANGHAI BANKING CORPORATION. Rules may be obtained on application.

INTEREST on deposits is allowed on the Minimum Monthly Balances at 3½ per cent. per annum.

Depositors may transfer at their option bals ces of $100 or more to the HONGKONG AND SHANGHAI BANK to be placed on FIXED DEPOSIT at 4 per cent. per annum.

For the HONGKONG AND SHANGHAI BANKING CORPORATION,
N. J. STABB,
Chief Manager.
Hongkong, 2nd November, 1914 [10

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